

11 SECONDARY PLAN POLICIES

11.1 Areas Subject to Secondary Plans

11.1.1 Areas Subject to Secondary Plans

It is the policy of Council that:

- 11.1.1.1. The lands subject to the Carrville Centre Secondary Plan are identified on Schedule 14-A and subject to policies set out in Section 11.2 of this Plan.
- 11.1.1.2. The lands subject to the Steeles West Secondary Plan are identified on Schedule 14-A and subject to policies set out in Section 11.3 of this Plan.
- 11.1.1.3. The lands subject to the Highway 400 North Employment Lands Secondary Plan are identified on Schedule 14-A and subject to policies set out in Section 11.4 of this Plan.
- 11.1.1.4. The lands subject to the Kipling Avenue Secondary Plan are identified on Schedule 14-A and subject to policies set out in Section 11.5 of this Plan.

11.2 Carrville Centre Secondary Plan

11.2.1 General Intent

The lands within the Carrville Centre shall become the focus for higher order land uses within the community of Carrville. The Centre shall evolve to be an urban centre, with a physical form that is compact, human in scale, and designed to be ‘pedestrian-friendly’ and transit-supportive. The Carrville Centre shall provide opportunities for community scale commercial facilities, along with more intense residential forms of development, and encourage mixed-use development. A strong ‘live/work’ relationship is a key objective, wherein residents in the Carrville Centre and surrounding community have opportunities to work and shop within the Centre, rather than commuting to jobs or services elsewhere.

The lands within the Carrville Centre encompass approximately 57.0 hectares. The Centre has been planned at the intersection of two Regional Arterial Roads, Rutherford Road and Dufferin Street. In keeping with the Regional Official Plan, the achievement of the vision of this Secondary Plan requires a modification to the image and function of these Regional roads within the Centre, from that of primarily high-speed vehicle routes to multi-purpose urban streets that are corridors for traffic, transit and pedestrians.

This Secondary Plan establishes appropriate planning policy for the Carrville Centre. This Secondary Plan recognizes that the Centre will have some initial phases of development that will begin to capture the ultimate vision for the Centre in terms of scale and mix of uses. All development should support the long-term goals and built-form objectives envisioned by this Secondary Plan; and, it is critical that a pedestrian-oriented Main Street and Urban Square be developed at the outset and through incorporation into the initial stages of construction.

To maintain long-term flexibility and ensure that this Secondary Plan can be implemented as envisioned, establishment of the road and block pattern in the first phases of development is crucial. Appropriate provision for the planned road network shall be a requirement of any approved development. As such, Maps 11.2.A and 11.2.B the development blocks and, subsequently, the comprehensive street pattern. The City may consider variations to this pattern subject to any specific development proposal’s ability to satisfy the design objectives and policies of this Secondary Plan.

Development throughout the Carrville Centre will be characterized by high quality urban design. The visual attractiveness and image of the Centre is of prime importance. Development related and scaled to the pedestrian is required on all lands within the Centre. This Secondary Plan is based on a Demonstration Plan (Appendix A) providing for development solutions that are comprehensive and integrate key planning and urban design considerations and requirements. Urban design requirements will be implemented through the policies of this Plan, the zoning by-law and through site plan control. A Community Improvement Plan may also be prepared to focus on the details of design for the public realm components of this Plan, as well as to establish a comprehensive financial incentives program that will assist private developers to achieve all of the City's objectives for the Carrville Centre.

11.2.2 Community Structure and Urban Form

- 11.2.2.1. The Carrville Centre is intended to be the focus of the highest intensity land use within the Carrville community. Carrville Centre is generally located at the intersection of Rutherford Road and Dufferin Street, in order to be accessible to pedestrians, private vehicles and public transit services from the neighbourhoods in the surrounding Carrville community. However, given that the four quadrants are not equal in size and have dramatically different environmental and existing development contexts, the northwest quadrant will be the primary focus of the Carrville Centre.

11.2.3 Population and Employment

- 11.2.3.1. The Carrville Centre is planned for, and shall be developed based on, a proposed development of approximately 5,400 residential units, in anticipation of a future population of approximately 11,000 to 12,000 residents. It is an objective of this Plan that up to 4,000 persons be employed in the Centre when it is fully developed.

11.2.4 Development Principles And Objectives

Development of the Carrville Centre will implement the City's planned urban structure by establishing the Centre as the focal point of residential, commercial and business activity within the Carrville community, and by integrating the Centre with the surrounding Carrville community, contributing to its health and vitality.

The following principles express the fundamental premises for development within the Carrville Centre:

Compact Urban Form

- 11.2.4.1. Development shall reflect a compact urban form, with a mix of residential, commercial, institutional, parks and open space, environmental and employment uses, concentrated and arranged in a manner which encourages travel on foot and by other modal alternatives to the car, and which fosters and facilitates public transit ridership. The objectives associated with this principle are:
- a. To provide a focus and sense of identification for the residential communities located primarily in the east part of the Vaughan urban area;
 - b. To facilitate the development and redevelopment of the Carrville Centre in a comprehensive manner;
 - c. To promote the evolution and growth of the Carrville Centre as a focal point of development according to Vaughan's existing and planned urban structure;
 - d. To provide opportunities for multi-use institutional and community facilities;
 - e. To promote and encourage convenient pedestrian accessibility throughout the Centre, and to parks and public facilities in particular; and,
 - f. To develop a pedestrian and bicycle network throughout the Centre, connecting parks, public buildings, stormwater management areas, utility and storm sewer easements and, where appropriate, local streets, within and adjacent to the Centre.

Urban Design

- 11.2.4.2. The Centre will be developed in a manner that reflects the urban design policies of this Plan as they apply to the public realm and private lands, in order to create an attractive, safe and pedestrian-friendly environment. The objectives associated with this principle are:
- a. To promote high quality design within the area including streetscapes, open spaces, public buildings and infrastructure, and private buildings, in order to create a comfortable, usable, understandable and memorable neighbourhood / community;
 - b. To create a strong community image by enhancing the character of the built environment including building design and massing, signage, planting and streetscape;
 - c. To provide a sensitive transition between the concentration, mix and massing of uses and buildings within the Centre and the lower density community outside the Centre;

- d. To ensure that neighbouring developments within the Centre and adjoining it are physically compatible and complementary;
- e. To create a pedestrian-friendly environment through the layout of streets, configuration of lots, and siting of buildings and their entrances;
- f. To ensure that the retail commercial development is planned to support a street-related, pedestrian-friendly environment;
- g. To support the viability of transit by coordinating land use, transportation infrastructure and urban design in a mutually complementary manner supporting and encouraging pedestrian-oriented and transit-supportive development; and,
- h. To develop attractive streetscapes through attention to the design of the public realm, built form, and the relationship between buildings, streetscapes and other public areas, based on application of the following principles:
 - i. Ensure that development adjacent to the Main Street and Urban Square is designed to establish a comfortable, human-scale environment for pedestrians;
 - ii. Encourage pedestrian travel throughout the community through establishment of a grid network of streets, creation of a comfortable, safe and attractive walking environment, and connectivity to parks, public buildings and facilities and the commercial uses;
 - iii. Provide a consistent level of streetscape design, lighting, planting, signage, street furniture and other amenities;
 - iv. Ensure that all public and private areas are designed in a manner which is safe, secure and subject to informal surveillance, including walkways, building entrances and parking areas;
 - v. Establish a strong relationship between buildings and the street by minimizing setbacks and orienting main entrances to public sidewalks and on-street parking; and,
 - vi. Design service and parking facilities to complement the pedestrian system and enhance the attractiveness of the public realm.

Ecosystem

- 11.2.4.3. Development shall occur in a manner consistent with Chapter 3 of the Official Plan and in conformity with the policies of the Oak Ridges Moraine Conservation Plan, which provides for the protection and conservation of the quality of environmental resources.

The objectives associated with this principle are:

- a. To protect the ecological health and integrity of the Oak Ridges Moraine, existing woodlots, and valley and stream corridors located within the Centre;
- b. To provide for a system of stormwater management for both water quality and quantity, through the application of state-of-the-art Stormwater Management Practices, designed to protect lands and receiving waters within and outside the Centre from detrimental effects such as erosion, flooding and sedimentation resulting from increased levels and rates of runoff;
- c. To ensure that environmental impacts are addressed in an ecologically responsible manner, consistent with the City's environmental policies;
- d. To encourage environmental remediation measures within new developments, where appropriate;
- e. To encourage the use of passive and active renewable energy sources;
- f. To encourage the use of 'green' technologies in the design of new buildings and infrastructure; and,
- g. To reduce vehicular dependency by encouraging residents to both live and work in the vicinity, and by providing easy access to public transit.

Range of Housing Types

- 11.2.4.4. Development of a broad range of housing forms and types will be provided for in order to provide households of varied ages, incomes and demographic composition with choices and lifestyle opportunities. The objectives associated with this principle are:
- a. To create an adequate supply of housing, including a variety of low-rise, mid-rise and mixed-use housing options, unit types and sizes; and,
 - b. To encourage opportunities for residents to live and work in the Carrville community, through encouragement of appropriate commercial development within the Centre, and enabling home-based employment.

Range of Commercial Uses

- 11.2.4.5. Development of a broad range of retail and office commercial uses will be encouraged in keeping with the Centre's function in the City's hierarchy of centres. This commercial development will provide increased opportunities for business competition, and provide a wide variety of commercial goods and services at competitive costs and prices to meet the needs of Centre residents and the residents of the surrounding Carrville

community. The objectives associated with this principle are:

- a. To promote the development of a mixed-use residential and commercial shopping district focused on the Main Street and Urban Square identified on Map 11.2.A. It is expected that development adjacent to Main Street and Urban Square will create an attractive shopping precinct at a human scale;
- b. To establish the mixed-use residential and commercial shopping district as an integral component of a pedestrian-friendly urban environment which is conveniently accessible by public transit, bicycle, and on foot from the surrounding community;
- c. To direct auto-oriented retail uses, such as service stations and drive-through businesses to locations outside the Centre;
- d. To discourage large format, single storey retail uses from locating within the Centre; and,
- e. To ensure that the Centre develops in a manner consistent with its 'planned function' in the City's hierarchy of retail commercial centres.

Parks and Open Space

11.2.4.6. Parks and open space will be developed to satisfy the passive and active recreational needs of District Centre residents, to enhance the aesthetic appeal of the District Centre, to soften the transition between areas of lower intensity uses, and to connect to the parks and open space system in the surrounding community. The objectives associated with this principle are:

- a. To establish a parks and open space network where appropriate passive and active recreation opportunities are available to address the needs of the anticipated resident and worker population within the Carrville Centre;
- b. To plan and design open space linkages that facilitate continuous, uninterrupted pedestrian and cycling movement within the Carrville Centre, and to adjacent communities;
- c. To plan and design parks that provide central common green spaces within the Carrville Centre to address the recreational needs of residents, employees and visitors; and,
- d. To establish a hierarchy of parks to meet the varying social and recreational needs typical of an urban mixed-use centre. Their location and programming shall be determined by the City.

Institutional Opportunities

- 11.2.4.7. The opportunity for a range of institutional services and facilities will be provided within Carrville Centre to address the needs of its residents and the surrounding Carrville community. The objectives associated with this principle are:
- a. To encourage and assist institutional users and public agencies in securing suitable sites and space to enable them to serve the community's social, cultural, educational, government, health care and religious needs;
 - b. To ensure that the institutional uses are compatible with and complementary to neighbouring uses and the surrounding community, and are designed to facilitate the achievement of the urban design and streetscape objectives of the Plan;
 - c. To encourage major institutional users to locate on sites conveniently accessible to pedestrians and via the public transit network;
 - d. To ensure convenient access for all residents to essential community services, parks, day care, recreation facilities, other institutional uses, and public transit services; and
 - e. To encourage establishment of social services, parks, public facilities and public transit services in locations that are conveniently accessible, particularly to individuals and households with more limited mobility, including seniors, families with young children and the physically challenged.

Efficient Transportation

- 11.2.4.8. An efficient transportation network will be developed to serve the Carrville Centre and the surrounding Carrville community, which permits efficient vehicular movement while encouraging travel by non-auto modes, including on foot, bicycle and public transit. The objectives associated with this principle are:
- a. To develop a grid network of continuous and interconnected arterial, primary and local streets and laneways, and clearly defined development blocks, complemented by a public transit network, facilitating efficient movement by all modes of transportation;
 - b. To develop a walkable, pedestrian-friendly environment, with neighbourhoods that are well connected to public facilities, parks and commercial areas. To encourage walking through a contiguous, street-oriented central area that is safe, attractive, and human in scale in keeping with the urban design and streetscaping objectives of this Plan;
 - c. To encourage a significant increase in public transit ridership to reduce traffic

- congestion, energy costs and pollution, and foster greater efficiency in the operation of the transportation system;
- d. To encourage development to become increasingly transit supportive in terms of land use, density and urban design as the Carrville Centre evolves over time;
 - e. To provide on street parking on primary and local roads in the Centre and lay-by parking on the arterial roads and the Main Street to support street-related building entrances, and retail uses that are accessible to both pedestrians and drivers;
 - f. To encourage travel on foot and bicycle, by providing safe and convenient pedestrian and bike networks on public streets connected to parks, public facilities and the commercial area;
 - g. To design streets to enhance public safety and reduce traffic speeds;
 - h. To reduce the need for commuter travel by encouraging a closer relationship between the workplace and the home;
 - i. To acquire and protect road rights-of-way and transit rights-of-way that make up the grid network of primary and local roads and support the urban design and streetscaping policies of this Secondary Plan; and,
 - j. To support the provision of transit priority measures for transit services on Dufferin Street and Rutherford Road.

Anticipate the Growth

11.2.4.9. Planning and development will proceed in a comprehensive and progressive manner that anticipates the needs of the forecast resident population. The objectives associated with this principle are:

- a. Where a development proposal does not achieve all of the development potential afforded by this Plan, the City shall require the preparation of a Development Concept Report and Phasing Plan that provides for the logical progression of development from its initial phase to a mature state reflecting the urban form envisioned by this Plan, and achieving certain minimum development objectives;
- b. To require all development to proceed on the basis of full services, logically extended in keeping with the availability of servicing capacity, and designed and built at a scale which ensures that the forecast population and employment growth resulting from this Plan can be accommodated
- c. To ensure that the municipality promotes and participates in the early development of the key public sector elements needed to achieve the vision for the Carrville Centre, including the establishment of:

- i. Public transit services, and associated infrastructure and facilities;
- ii. A grid network of public road rights-of-way, as identified on Map 11.2.B;
- iii. Lay-by parking on the Arterial Roads and Main Street, and on-street parking on primary and local roads in the Centre;
- iv. A pedestrian promenade with a high-quality streetscape treatment along the Main Street and Urban Square identified on Maps 11.2.A and 11.2.B; and,
- v. A system of enhanced urban squares for passive and active recreation;
- d. To plan well in advance, in cooperation with the Region of York, to ensure that infrastructure improvements at both the local and regional level are planned on a comprehensive basis, and built in time to address the needs of the Carrville Centre, in concert with market demand; and,
- e. To provide high quality development within the Centre by:
 - i. Encouraging and attracting a wide range of private investment within the Carrville Centre;
 - ii. Adding value to private lands served by the enhanced public realm;
 - iii. Encouraging a range and mix of residential and employment generating land uses, including a substantial retail focus;
 - iv. Establishing simple development rules in order to encourage, rather than discourage, development that meets the objectives of this Secondary Plan; and,
 - v. To ensure that the costs of private development are fully borne by, shared equitably among, and recovered from benefiting landowners.

11.2.5 General Land Use Policies

The Carrville Centre is intended to become a centre of commercial and residential activities within the Carrville Community. It is intended to become a highly desirable mixed-use area, focused on commercial and residential land uses. Its role as a focus of transit services will be enhanced over time with the establishment of a transit facility in the quadrant north of Rutherford Road and west of Dufferin Street. The policies of this Section of the Secondary Plan refer to Map 11.2.A, which identifies the applicable land use designations. The following outlines the requirements and planning parameters for housing, commercial, retail, social, open space/environmental and community facilities, which will meet the needs of the population.

- 11.2.5.1. Map 11.2.A illustrates the precise physical boundaries of the Carrville Centre. Map

11.2.A also identifies the location and distribution of the following land use designations:

- a. High-Rise Mixed-Use;
- b. Mid-Rise Mixed-Use;
- c. High-Rise Residential;
- d. Park;
- e. Natural Areas; and
- f. Infrastructure and Utility (Stormwater Management Area).

- 11.2.5.2. It is intended that the Carrville Centre will, upon full build out, accommodate approximately 11,000 to 12,000 people. It is expected, however, that the maximum residential development potential of this Centre may not be achieved until beyond the 20 year time horizon of this Secondary Plan.
- 11.2.5.3. It is the intent of this Secondary Plan to encourage mixed-use development throughout the Carrville Centre. Generally, for the purposes of this Secondary Plan, mixed-use development refers to buildings that include retail uses at grade, with residential and/or office uses above.
- 11.2.5.4. It is intended that the density of development within the Carrville Centre will be controlled through the use of a Floor Space Index. A Floor Space Index is a ratio of the amount of permitted development (measured as gross floor area) in relation to the size of the development lot. Buffer areas associated with valley and stream corridors and conveyed to the TRCA, may also be included for the purpose of calculating permitted development density (FSI) on adjacent lots.
- 11.2.5.5. Commercial Development, including retail and office uses, may be distributed among the **High-Rise Mixed-Use** and **Mid-Rise Mixed-Use** designations, subject to the following:
- a. Notwithstanding Policy 9.2.2.7.b.i of Volume 1 of this Plan, there shall be no limit on the Gross Leasable Floor Area for office commercial development;
 - b. Notwithstanding policy 9.2.2.7.c, of Volume 1 of this Plan, retail commercial development in stand-alone, single use retail buildings shall not exceed 26,000 square metres of Gross Leasable Floor Area within the Carrville Centre;
 - c. Notwithstanding those limitations on stand-alone retail facilities, any retail commercial space that is built as an integrated and ancillary component of a

mixed-use residential/retail, office/retail or office/residential/retail building shall not contribute toward the retail space cap that has been established for the Carrville Centre; and,

- d. Mixed-Use buildings that include a retail component are permitted in the **High-Rise Mixed-Use** and **Mid-Rise Mixed-Use** designations, as shown in Map 11.2.A.

11.2.5.5. A strong public presence is an important component of the success of an urban centre. The Carrville Centre will include a landmark quality building located within the **Mid-Rise Mixed-Use** designation, and identified as *2 on Map 11.2.A. The site may include a library, daycare, arts and cultural facilities, higher density residential and/or professional offices. Retail facilities may also be provided. Retail commercial facilities provided within the potential community facility building shall not contribute toward the retail space cap that has been established for the Carrville Centre.

11.2.5.6. The Carrville Centre shall also include a public transit facility in the northwest quadrant of the Centre, west of Dufferin Street and north of Rutherford Road to coincide with the highest local concentration of potential ridership. It shall be designed and located to provide optimal access for pedestrians and transit vehicles. The City will work with York Region Transit and the affected landowner to identify and implement the Transit Facility within the District Centre based on policies 11.2.18.4 through 11.2.18.9.

11.2.5.7. The Carrville Centre includes the tributaries of the Upper East Don River, woodlots, ravines and an array of open space features. The Centre also includes parks, urban squares, gateways and smaller open space linkages. These features collectively form the linked greenway system within the District Centre.

11.2.6 High-Rise Mixed-Use

11.2.6.1. Notwithstanding policy 9.2.1.1, the following policies apply in the areas identified as **High-Rise Mixed-Use** on Map 11.2.A.

11.2.6.2. The **High-Rise Mixed-Use** designation represents the primary retail development areas within the Carrville Centre. It is the intent of this Secondary Plan to establish a lively and active mixed-use shopping district at these locations.

- 11.2.6.3. Development in these areas includes mixed-use developments characterized by high quality design standards. The visual attractiveness and consistent image of these areas is of prime importance. Development related and scaled to the pedestrian is required on all lands within this designation.
- 11.2.6.4. The amount of development potential within the **High-Rise Mixed-Use** designation provides the opportunity for the achievement of a substantive urban centre with market synergies existing among the various uses. In addition, the order of magnitude is sufficient to create an identity for this area that will set it apart from other areas in Vaughan.
- 11.2.6.5. Within the **High-Rise Mixed-Use** designation, development is planned to be mixed-use with commercial (retail and/or office) and residential / office uses in the same building, and with primarily retail uses, including eating establishments, located at grade. The following uses shall be permitted as part of mixed-use buildings:
- a. Residential units;
 - b. A broad variety of retail and service commercial activities, excluding:
 - i. individual retail uses in buildings with ground floor plates in excess of 5,750 square metres in size;
 - ii. drive-through facilities and/or gas bars/service station either stand alone or, associated with any permitted use; and/or,
 - iii. retail uses that require outdoor storage, with the exception of a seasonal garden centre ancillary to another permitted retail use;
 - c. Offices;
 - d. Public and institutional uses, public health facilities, libraries, places of worship and all types of special needs housing;
 - e. Cultural, entertainment and social facilities;
 - f. Non-profit clubs and organizations;
 - g. Community facilities such as day care facilities, public parking facilities, parks, squares and open space linkages; and,
 - h. Public utilities and public transit facilities.
- 11.2.6.6. The following building types are permitted in the High-Rise Mixed-Use designation, pursuant to Section 9.2.3:
- a. Townhouses;

- b. Stacked Townhouses;
- c. Low-Rise buildings;
- d. Mid-Rise buildings;
- e. High-Rise buildings; and,
- f. Public and Private Institutional buildings.

11.2.6.7. The following policies apply within the **High-Rise Mixed-Use** designation:

- a. Notwithstanding policy 9.2.1.6, mixed-use buildings shall be permitted to have a maximum Floor Space Index identified on Map 11.2.A;
- b. Notwithstanding policy 9.2.1.5, the minimum and maximum heights for any building within the **High-Rise Mixed-Use** designation shall be as identified on Map 11.2.A;
- c. Stand-alone, single use buildings are not permitted within the **High-Rise Mixed-Use** designation;
- d. All buildings shall be sited close to the street right-of-way and create an attractive and interesting public realm;
- e. Map 11.2.B identifies a Main Street and Urban Square. It is the intent of the City that this Main Street and Urban Square be developed with a combination of small-scale retail facilities, as well as higher density residential and office commercial uses. On the Main Street and Urban Square the High-Rise Mixed-Use designation also permits the following uses:
 - i. First and second storey retail, including office commercial on the second storey, located in the same building; and
 - ii. Live/work units;
- f. It is anticipated that this Main Street and Urban Square will be anchored by the permitted larger format retail facility identified in subsection 11.2.6.8.d.v. below, and a building including a public institution;
- g. To create the desired character and environment on lots abutting Main Street and Urban Square, buildings, and their main public pedestrian entrances, shall face the Main Street and Urban Square and shall be located close to the front lot line as specified in policy 11.2.14.13 of this Secondary Plan. All buildings on lots abutting the Main Street and Urban Square shall provide retail uses at grade. All individual retail uses in buildings on lots abutting the Main Street and Urban Square shall be limited in size to a maximum of 2,500 square metres of Gross Floor Area;
- h. The City may consider a variety of development incentives. Qualification for any

incentive (or incentives package) for any individual development shall be tied to the achievement of below grade parking, and conformity with the urban design policies of this Plan and any additional urban design guidelines approved by the City; and,

- i. In reviewing any application proposing retail commercial development, that would result in more than the identified 40,000 square metre maximum Gross Leasable Floor Area within the District Centre, the City may require the submission of a market study or other form of analysis, prior to further consideration of the application. Such study or analysis shall be of a methodology satisfactory to the City.

11.2.6.8. The following exceptions to the permitted uses and policies of the **High-Rise Mixed-Use** designation are permitted:

- a. Notwithstanding the policies of 11.2.6.5 of this Secondary Plan, a gas bar may be permitted at the location identified by *1 on Map 11.2.A. Specific urban design guidelines shall apply and the permitted gas bar site shall not exceed 0.3 of a hectare in site area.
- b. Notwithstanding the policies of 11.2.6 noted above, the property identified by *2 on Map 11.2.A is intended to become the location for a landmark quality building that may include a public institution. This site, being prominently located on the north side of the open space/urban square, provides the opportunity to locate a highly visible building that will play an important role in attracting people to the District Centre and generating a high level of social activity. The design quality of the building and associated landscaping must set the standard for the Carrville Centre.
- c. The following uses are permitted on the **High-Rise Mixed-Use** site identified with *2 on Map 11.2.A:
 - i. Office uses;
 - ii. High density residential uses;
 - iii. Small scale retail uses with individual stores having less than 2,500 square metres of Gross Floor Area;
 - iv. Cultural and social facilities;
 - v. Recreational facilities;
 - vi. Community facilities;
 - vii. Transit Facility; and,
 - viii. Public utilities.

- d. The following policies apply to the **High-Rise Mixed-Use** site identified with *2 on Map 11.2.A:
- i. The maximum height for any building is identified on Map 11.2.A. Notwithstanding that height limitation, a height bonus, permitting development up to a maximum of 8 storeys may be considered if the proposed development includes a public institution, municipally-operated cultural, social, and/or recreational facility;
 - ii. The Floor Space Index shall not exceed 3.0;
 - iii. All development shall conform to policies 11.2.6.7.e and 11.2.6.7.f of this Secondary Plan;
 - iv. Notwithstanding the policies of Section 11.2.6 of this Secondary Plan, on the development block identified by *3 on Map 11.2.A, one stand-alone; single-use food store building may be permitted with no restriction to maximum floor plate area, providing all of its required parking and landscaping are included on the same block. The food store shall have a minimum height of 10 metres, which may contain one storey plus an above grade mezzanine as an alternative to a two-storey building;
 - v. Notwithstanding the policies of Section 11.2.6 of this Secondary Plan, on the development block identified by *4 on Map 11.2.A, one stand-alone; single-use retail building may be permitted. Further, the ground floor plate of that retail building shall be a maximum of 5,750 square metres in size. In addition, the minimum height of this building shall be 2 storeys or 6.7 metres;
 - vi. Notwithstanding the policies of Section 11.2.6 of this Plan, on the development block identified by *5 on Map 11.2.A, one stand-alone; single-use retail building may be permitted. Further, the ground floor plate of that retail building shall be a maximum of 5,750 square metres in size; and,
 - vii. Notwithstanding the policies of Section 11.2.6 of this Plan, on the development block identified by *6 on Schedule A, one stand alone drive through bank facility may be permitted, subject to design criteria and the requirement that the facilities for the drive-through component shall not face a public road. The bank building shall not be subject to a minimum building height on Map 11.2.A. Further, one additional stand alone building will be permitted at the north-east corner of the subject property, and this building shall not be subject to the minimum building height on Map 11.2.A.

11.2.7 Mid-Rise Mixed-Use Designation

- 11.2.7.1. Notwithstanding policy 9.2.1.1, the following policies apply in the areas identified as **Mid-Rise Mixed-Use** on Map 11.2.A.
- 11.2.7.2. The **Mid-Rise Mixed-Use** designation represents a lower scale, mixed-use area within the Carrville Centre. It is the intent of this Plan to establish the opportunity for live-work units and medium density house forms within this designation.
- 11.2.7.3. Development in this area includes single use residential buildings and mixed-use/live-work developments characterized by high design standards. The visual attractiveness and consistent image of the area is of prime importance. Development related and scaled to the pedestrian is required on all lands within this designation.
- 11.2.7.4. The **Mid-Rise Mixed-Use** designation is intended as a buffer between the larger scale uses of the **High-Rise Mixed-Use** designation and the adjacent residential neighbourhoods.
- 11.2.7.5. The **Mid-Rise Mixed-Use** designation permits:
- a. Residential and live-work units;
 - b. Small scale commercial uses, including individual retail establishments with less than 2,500 square metres of Gross Leasable Floor Area that are a contiguous component of a mixed-use building. All forms of drive-through facilities and uses requiring outdoor storage are specifically excluded from this designation;
 - c. Small scale office uses, that are a contiguous component of a mixed-use building;
 - d. Public and institutional uses, public health facilities, and places of worship, and all types of special needs housing;
 - e. Cultural and social facilities;
 - f. Community facilities such as day care facilities, parks and urban squares; and,
 - g. Public utilities.
- 11.2.7.6. The following building types are permitted in the Mid-Rise Mixed-Use designation, pursuant to Section 9.2.3:
- a. Townhouses;
 - b. Stacked Townhouses;
 - c. Low-Rise buildings;

- d. Mid-Rise buildings;
- e. High-Rise buildings; and,
- f. Public and Private Institutional buildings.

11.2.7.7. Notwithstanding policy 9.2.1.6, stand alone residential or mixed-use residential/retail or residential/office developments shall be permitted to have a maximum Floor Space Index as identified on Map 11.2.A.

11.2.7.8. Notwithstanding policy 9.2.1.5, the minimum and maximum heights for any building within the **Mid-Rise Mixed-Use** designation shall be as identified on Map 11.2.A.

11.2.7.9. The City may consider a variety of development incentives. Qualification for any incentive (or incentive package) for any individual development shall be tied to the achievement of below grade parking and conformity with the urban design policies of this Plan, and any additional urban design guidelines approved by the City.

11.2.8 High-Rise Residential Designation

11.2.8.1. Selected sites within the Carrville Centre are designated for **High-Rise Residential** uses. It is the intention of this Secondary Plan that this area shall be developed with high quality and a consistent level of urban design for the public and private realm.

11.2.8.2. Notwithstanding policy 9.2.1.1, the **High-Rise Residential** designation permits:

- a. Residential units;
- b. Places of worship;
- c. All types of special needs housing;
- d. Community facilities such as day care facilities, parks and urban squares; and,
- e. Public utilities.

11.2.8.3. The following building types are permitted in the High-Rise Residential designation, pursuant to Section 9.2.3:

- a. Townhouses;
- b. Stacked Townhouses;
- c. Low-Rise buildings;
- d. Mid-Rise buildings;
- e. High-Rise buildings; and,
- f. Public and Private Institutional buildings.

- 11.2.8.4. Notwithstanding policy 9.2.1.6, all residential uses may be developed up to a maximum Floor Space Index, as identified on Map 11.2.A.
- 11.2.8.5. Notwithstanding policy 9.2.1.5, the minimum and maximum heights for any building within the **High-Rise Residential** designation shall be as identified on Map 11.2.A.
- 11.2.8.6. Structured parking garages are required within the **High-Rise Residential** designation. 90 percent of the required parking shall be provided in structures. A maximum of 10 percent of the required parking for any development may be provided at grade, subject to approval by the City.
- 11.2.8.7. Within the **High-Rise Residential** designation, abutting Rutherford Road, east of Dufferin Street, a landscaped greenway, 6.0 metres in width, shall be provided adjacent to the road allowance, providing a connection between two areas of valleylands/ woodlots.

11.2.9 Low-Rise Mixed-Use Designation

- 11.2.9.1. Medium density forms of housing are used in the Carrville Centre to provide an appropriate transition from the low density neighbourhoods surrounding the Centre to the higher intensity uses within it. It is the intention of this Secondary Plan that the medium density housing shall be high in quality, and supportive of the urban design objectives of the Carrville Centre Plan.
- 11.2.9.2. Notwithstanding policy 9.2.1.1 the **Low-Rise Mixed-Use** designation permits:
 - a. Residential units;
 - b. Places of worship;
 - c. All types of special needs housing;
 - d. Cultural and social facilities;
 - e. Community facilities; and,
 - f. Public utilities.
- 11.2.9.3. The following building types are permitted in the Low-Rise Mixed-Use designation, pursuant to Section 9.2.3:
 - a. Townhouses;
 - b. Stacked Townhouses; and,
 - c. Public and Private Institutional buildings.

- 11.2.9.4. Street, block and stacked townhouse units may be developed up to a maximum Floor Space Index of 2.0, as identified on Map 11.2.A.
- 11.2.9.5. The minimum and maximum heights for any building within the **Low-Rise Mixed-Use** designation shall be as identified on Map 11.2.A.
- 11.2.9.6. Access to parking garages from public laneways is preferred. Developments that provide access to garages facing a Primary Road shall not be permitted. Developments that provide garages facing a local road shall be discouraged.

11.2.10 Park Designation

- 11.2.10.1. The **Park** designation includes a variety of public park features connecting to the broader greenway, pedestrian and bicycle systems of the City. An urban centre is different than suburban neighbourhoods. It typically requires smaller parks, distributed strategically throughout the centre to enhance adjacent development. It is the intention of this Plan to promote parks as key aesthetic and functional components to complement the anticipated higher intensity forms of development.
- 11.2.10.2. Notwithstanding policy 9.2.1.1, the following policies apply to areas designated as Park on Map 11.2.A.
- 11.2.10.3. The **Park** designation permits:
 - a. Indoor and outdoor recreational facilities;
 - b. Cultural uses; and,
 - c. Public utilities, where required.
- 11.2.10.4. In recognition that the Carrville Centre is, by its intended urban character, different than adjacent suburban neighbourhoods, and the fact that traditional standards and requirements for parks and recreation planning may not be met within the Centre, the following policies apply within the **Park** designation:
 - a. The City may acquire lands anywhere within the Carrville Centre for the purposes of establishing parkland. The parkland designated by this Secondary Plan shall be shown on draft plans of subdivision. Their actual size, configuration and design will be subject to confirmation by the City during the development approval process;
 - b. There may be some minor adjustments to location and configuration of parks at

- the Draft Plan of Subdivision/Site Plan stage, subject to City Staff approval;
- c. Lands utilized for stormwater management facilities shall generally not be considered as any part of the parkland dedication requirement provided via the Planning Act;
 - d. All development applications should include a potential location for an urban square. Where the City has determined that the parkland dedication is not required on an individual development site, cash-in-lieu of parkland may be accepted by the City;
 - e. All parkland shall be designed and built to the satisfaction of the City. The functional design of each park component identified on Map 11.2.A will be appropriate for the nature and character of adjacent development;
 - f. A percentage (to be identified in the zoning by-law) of the required Amenity Space will be provided outdoors and on the ground level, to complement the public parks and open space system; and,
 - g. Urban squares are intended as formal spaces for passive recreation, in support of the adjacent higher density, mixed-use development. Urban squares should address the following design guidelines:
 - i. urban squares are to be planned as focal points throughout the District Centre;
 - ii. streetscapes that abut an urban square should be designed to reinforce a high quality formalized relationship between the open space and its adjacent land use;
 - iii. buildings should front onto an urban square to create built form edges to the public space;
 - iv. the landscape along the street frontage, including high canopy street trees, should be complementary on both sides of the street;
 - v. entry and access points should be located conveniently and incorporate civic design themes; and,
 - vi. hard and soft landscape elements and features shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas.

11.2.11 Natural Areas Designation

- 11.2.11.1. It is intended that lands designated **Natural Areas** serve to protect and enhance the natural ecosystem and to maintain biological diversity within Vaughan. Furthermore,

most of the Centre is identified as a 'Settlement Area' within the Oak Ridges Moraine Conservation Plan, and shall be developed in a manner consistent with applicable Provincial legislation and in conformity with the policies of Chapter 3 of the Official Plan.

- 11.2.11.2. Notwithstanding policy 9.2.1.1, Natural Areas, identified on Map 11.2.A shall be subject to the following policies.
- 11.2.11.3. The **Natural Areas** designation shall contain one or more of the following natural features:
 - a. Watercourses;
 - b. Valleylands;
 - c. Floodplains; and,
 - d. Woodlots.
- 11.2.11.4. The **Natural Areas** designation permits:
 - a. Conservation areas;
 - b. Wildlife and fisheries management areas;
 - c. Essential public works including transportation, utility, watershed management and flood and erosion control facilities (but not stormwater management ponds), to the satisfaction of Toronto Region Conservation Authority;
 - d. Trails, walkways, and bicycle paths;
 - e. Natural interpretive centres;
 - f. Tableland woodlots; and,
 - g. Buildings accessory to other permitted uses.
- 11.2.11.5. Public works shall be located outside **Natural Areas**, unless it is demonstrated that there is no reasonable alternative and then only if such works meet the requirements of the Official Plan.
- 11.2.11.6. New or expanded permitted uses which are not subject to the Environmental Assessment Act, shall be permitted provided that, as a condition of development approval:
 - a. An Environmental Impact Statement (EIS) is undertaken; and,
 - b. The use will not significantly impact any of the natural features or functions contained within the **Natural Areas** designation; and alternative methods and measures for minimizing impacts have been considered.

- 11.2.11.7. Natural features classified as areas where no development is permitted shall be designated as **Natural Areas**.
- 11.2.11.8. Development shall not be permitted on lands adjacent to a **Natural Areas** designation, or a natural feature described in this section, if it significantly impacts the integrity of the feature or the ecological functions for which the feature is identified.
- 11.2.11.9. The specific boundaries and appropriate buffers of a natural feature shall be identified through an Environmental Impact Statement, a natural features study or a Subwatershed Plan.
- 11.2.11.10. Notwithstanding any other policy in this Secondary Plan, a 10 metre ecological buffer shall be provided adjacent to valley and stream corridors. This buffer shall be located outside of the development block or lot; it shall be zoned an appropriate open space zone to prohibit the placement of buildings or structures; and shall form part of the public open space system. It shall be conveyed to the City or the TRCA with the adjoining valley and stream corridor. The buffer shall be 10 metres inland from the greater of the physical top of bank; the predicted long term stable slope line; the regulatory floodplain or the meander belt of the watercourse where there is no floodplain; or the drip line of significant vegetation contiguous to a valley and stream corridor.
- 11.2.11.11. The City shall cooperate with York Region, the Conservation Authority, local interest groups, and neighbouring municipalities in the creation of a continuous, interconnected trail system within the **Natural Areas**, 'Stormwater Management Area' and 'Parks' designations.
- 11.2.11.12. The City shall cooperate with York Region and the Conservation Authority to identify, designate, protect, conserve and remediate newly identified and already identified natural features.
- 11.2.11.13. The limits of all designated natural features should be staked and surveyed in the field in consultation with the TRCA and City of Vaughan. The establishment of the development constraint line should also take into account the buffer requirements and any special edge management measures necessary to protect the feature.

- 11.2.11.14. To maintain and enhance (where feasible) the existing groundwater regime, an appropriate level of hydrogeological investigation should be completed. This work should be completed in conjunction with stormwater management plans. Given the higher density development that is proposed within the Centre and the potential for groundwater interference, the hydrogeological investigation should identify appropriate mitigation measures to protect groundwater conditions and flow patterns. Measures to offset a reduction in groundwater recharge within higher density areas should also be addressed. Where soil conditions permit, recharge of clean runoff should be maximized to the extent feasible with the Centre. Various at-source, conveyance and end-of-pipe infiltration measures should be considered to achieve this objective.
- 11.2.11.15. A 5.0 to 10.0 metre edge management and grading adjustment zone should be established adjacent to all natural features. A 10.0 metre buffer shall be provided for valley and stream corridors. The purpose of this zone is to provide flexibility to achieve the following:
- a. match grading at staked development limits;
 - b. pedestrian walkways;
 - c. edge restoration/enhancement plantings;
 - d. edge/hazard tree management; and,
 - e. groundwater/stormwater management measures.
- 11.2.11.16. Suitable uses within buffer areas include passive open space amenity areas, the boulevard portion of street right-of-ways, stormwater/groundwater management facilities, pedestrian trails and naturalized landscaping. The buffer area shall form part of the Open Space System and shall be zoned as Open Space.

11.2.12 Infrastructure and Utilities Designation

- 11.2.12.1. The **Infrastructure and Utilities** designation represents general locations for stormwater management facilities within the Carrville Centre.
- 11.2.12.2. Notwithstanding policy 9.2.1.1, the following policies apply to lands designated as Infrastructure and Utilities on Map 11.2.A.

- 11.2.12.3. The **Infrastructure and Utilities** designation permits:
- a. Stormwater management facilities and other essential public works including transportation, utility, watershed management and flood and erosion control facilities;
 - b. Wildlife and fisheries management areas;
 - c. Trails, walkways, and bicycle paths; and,
 - d. Buildings accessory to other permitted uses.
- 11.2.12.4. Notwithstanding the location and configuration of the lands designated **Infrastructure and Utilities**, stormwater management facilities shall be permitted in all land use designations on Map 11.2.A and shall be integrated with the open space and trail system.
- 11.2.12.5. The location and configuration of the stormwater management facilities shall be further refined through the Stormwater Management Plans for Blocks 11 and 18 and when plans of subdivision are prepared. Stormwater management facilities can be relocated without an Amendment to this Plan, subject to the agreement of the City and the Toronto and Region Conservation Authority, provided that alternative sites are consistent with the objectives and policies of this Plan and the Stormwater Management Plans for Block 11 and 18. Where identified pond blocks are relocated, resulting in land becoming available for development, such land may be redesignated for urban development without the need for an Amendment to this Plan, subject to the City's interpretation of the policies and objectives of this Plan.
- 11.2.12.6. In accordance with established policy, the stormwater drainage system will be designed to the satisfaction of the City, in consultation with the Toronto and Region Conservation Authority, the Ministry of Natural Resources and the Ministry of the Environment and Energy.
- 11.2.12.7. Stormwater facilities will be designed to maintain environmental and ecological integrity, and to provide a net benefit to the environment if feasible.
- 11.2.12.8. Stormwater facilities will be designed, wherever possible, as attractive community amenities and to provide for a functioning wildlife habitat.

11.2.13 Urban Design Plan

- 11.2.13.1. This Secondary Plan is based on a Planning and Urban Design Study approved by Council. The study addressed land use and urban design considerations in a manner that enables the objectives of this Secondary Plan to be addressed through comprehensive, integrated planning solutions.
- 11.2.13.2. This Secondary Plan shall form the basis for subsequent submissions of implementing Development Concept Reports, draft plans of subdivision, zoning and site development applications. The City may also adopt a zoning by-law and urban design guidelines that further clarify the direction and intent of policies in this Secondary Plan.
- 11.2.13.3. To provide flexibility in the design process, other comparable design arrangements, which achieve the principles and objectives of this Secondary Plan satisfactory to the City, may be utilized without amendment to this Secondary Plan.

11.2.14 Built Form

- 11.2.14.1. The following policies apply to built form throughout the Carrville Centre:
- 11.2.14.2. Buildings shall be sited and organized to create a street space scaled to the pedestrian, and organized to present an appropriate façade to all adjacent streets to provide interest and comfort at ground level for pedestrians.
- 11.2.14.3. Commercial uses and their main entrances shall, wherever possible, be oriented toward an adjacent public street to provide convenient access to pedestrians and public transit; buildings, and their main public entrances, shall be located close to the front property line, on-street parking, and public sidewalk.
- 11.2.14.4. This Secondary Plan and the zoning by-law shall establish build-within zones and will identify the minimum proportion of frontage within each block face, which shall be occupied by buildings.
- 11.2.14.5. Buildings shall be sited to ensure adequate sunlight, sky views, and wind conditions in streets, parks and open spaces.
- 11.2.14.6. Buildings shall be sited and organized so that streets and parks are overlooked by active building faces.

- 11.2.14.7. Buildings are to be generally sited parallel to the public street and along the edges of parks and open spaces. The public faces of these buildings are to align with neighbouring buildings in a manner that defines these spaces in a consistent building face lining the street.
- 11.2.14.8. The area between the building wall and the street serves as the transition zone between the public and private realms, and constitutes an important social and visual element of the street image.
- 11.2.14.9. In the case of residential development, this semi-public space creates a “buffer zone” between the public and the private domains, which enhances the visual appearance of the street edge and provides outdoor spaces for casual social interaction. Planted and constructed elements in the semi-public space -low hedges, trees, masonry and decorative metal fences and gates -should be designed to provide a transition from the public sidewalk to the finished floor level of adjacent residences.
- 11.2.14.10. For commercial and mixed-use developments, connections to the street -by proximity, by the location of windows and entranceways and the level of architectural detail -are fundamental to the animation of the streets and in achieving the desired urban character. As such, buildings shall address the street, through the provision of active façades that include windows, entry features and, where appropriate, outdoor cafés and restaurants.
- 11.2.14.11. In addition to providing a ‘connecting link’, a relatively consistent building edge is important to provide spatial definition and containment to the street. Build-within zones are recommended for all properties within the District Centre, requiring buildings to locate their front and exterior side walls within a defined zone on the lot. The build-within zones essentially set both a minimum and maximum setback.
- 11.2.14.12. All buildings, with the exception of Townhouse units, that are permitted within the Centre shall be developed with a substantial portion of their front and exterior side facades generally between 1.0 and 3.0 metres of the front lot line and the exterior side lot line.
- 11.2.14.13. It is understood that where a lot has three sides abutting a public road, the 1.0 to 3.0 metre setback may not be achieved on the third side.

- 11.2.14.14. Notwithstanding policy 9.2.3.2 Townhouses shall be built within 4.0 and 4.5 metres of the front property line, where front garages are not proposed, and shall be built to within 6.0 and 8.0 metres of the front property line where a front garage is proposed. In all cases, the exterior side build-within zone for street townhouses shall be between 3.5 and 4.5 metres.
- 11.2.14.15. To reflect the importance of corner properties and reduce the distance between buildings for pedestrians along Rutherford Road and Dufferin Street, the build-within zone abutting the regional road sight triangle will be between 0.6 and 2.0 metres.
- 11.2.14.16. A street wall or part of the building that is closest to the public street provides important spatial definition and a sense of enclosure for that street. This is critically important along the pedestrian oriented Main Street and Urban Square identified on Map 11.2.A. A minimum amount of building wall located within the build-within zone shall be required, as follows:
- a. On all lands adjacent to the Main Street and Urban Square identified on Map 11.2.A, the minimum built frontage shall be 75 percent of the block face of each block;
 - b. On all lands adjacent to Primary Roads or Local Roads that generally run north-south within the District Centre, the minimum built frontage shall be 75 percent of the block face of each block;
 - c. On all lands adjacent to Primary Roads or Local Roads that generally run east-west within the District Centre, the minimum built frontage shall be 50 percent of the block face of each block; and,
 - d. On all lands adjacent to Rutherford Road or Dufferin Street, the minimum built frontage shall be 50 percent of the block face to accommodate larger buildings and the potential for larger parking areas between buildings.
- 11.2.14.17. In order that appropriate spacing is achieved between buildings on the same block, light, view and privacy setbacks may be used to provide the appropriate relationship between building facing conditions.
- 11.2.14.18. The advantages of better visibility, light and view, make corner sites good locations for landmark buildings. Corner sites are consequently often occupied by prestigious buildings, or by buildings of community status. In the Carrville Centre, corner sites will

play a particularly significant role in defining landmarks. It is therefore important that the treatment of the corner sites be consistent throughout the Secondary Plan. The following policies apply to corner sites:

- a. Corner building designs shall articulate, define and enhance the intersection at which it is located by enhancing the building's presence at each corner;
- b. Corner buildings should not be lower than 2 storeys;
- c. Buildings should 'turn' the corner, i.e. they should have primary, articulated facades towards both streets and should be visually different from adjacent development; and,
- d. Corner buildings should have the highest level of architectural detailing and a distinct architectural appearance.

11.2.14.19. Architectural variety is crucial in creating a visually stimulating urban environment. Street walls composed of buildings of similar style and form can succeed through subtle variations in the façade treatment and building mass in projecting an image of architectural richness, variety, and building articulation. The following policies shall apply throughout the Carrville Centre:

- a. Large areas and continuous streets of monotonous and repetitive facades shall be avoided. A more textured architectural quality can be achieved by introducing variation in certain elements of the façade treatment;
- b. Variation in three-dimensional elements, such as balconies, bay windows and porches, cornices, window trim, entrances and the articulation of the building mass, shall be used to create a dynamic façade;
- c. An interesting architectural feature/treatment shall be added to all rooftops of High Density Residential buildings to prevent typical box shaped building forms;
- d. Variation and articulation in the building mass including horizontal and vertical setbacks, such as setbacks at the upper storeys, shall be established in the implementing zoning by-law; and,
- e. Site Plan applications in the Carrville Centre will be reviewed taking into consideration matters relating to exterior design, including the character, scale, appearance and design features of buildings and their sustainable design.

11.2.15 Pedestrian Realm

11.2.15.1. A grid of arterial, primary and local streets and associated public open spaces shall provide the organizing framework for the development of the District Centre.

- 11.2.15.2. Pedestrian sidewalks shall be required on both sides of all streets and shall form a connected system of optional routes within the District Centre, and connect to pedestrian systems in surrounding communities.
- 11.2.15.3. A pedestrian and bicycle path system shall be developed in conjunction with the Streetscape and Master Landscape Plan.
- 11.2.15.4. Parking facilities, service access points and any visible mechanical equipment are to be located in a manner that has a minimal physical impact on public sidewalks and accessible open spaces. Shared driveways, service courts at the side and rear of buildings are encouraged to provide for these functions.
- 11.2.15.5. To promote the comfortable pedestrian use of streets, parks and open spaces, development is to provide:
- a. Well-designed, coordinated streetscapes with sidewalks and boulevards on important pedestrian and publicly accessible open spaces including walkways and setbacks adjacent to the public sidewalks that promote access, orientation and confidence of personal safety;
 - b. Appropriate landscape treatments shall be provided, including trees and pedestrian lighting throughout parking lots and along their edges. This is intended to improve their appearance and to contribute to the visual continuity of the street edge, while encouraging the safe use of these spaces;
 - c. High quality usable open spaces that are physically and visually linked to streets, parks and mid-block pedestrian routes;
 - d. A pedestrian weather protection system including awnings, canopies, colonnades, or front porches along the sidewalk edge of important pedestrian streets or edges throughout the District Centre, and adjacent to the urban squares and at entrances to buildings;
 - e. Buildings with primary windows and signage facing onto the street;
 - f. Barrier free design of buildings, streets and publicly accessible open spaces;
 - g. Street tree planting should form a continuous canopy along the street; tree species should be selected to reinforce the role of the various street hierarchies within the Carrville Centre and to visually and thematically distinguish the streets from one another;
 - h. Transformers and other above ground utilities, should be located within the building, or on private property located away from public view and appropriately

screened subject to the satisfaction of the City;

- i. Open space links should be planned and designed to facilitate continuous, uninterrupted movement through, and enhance the use of the open space systems within the Carrville Centre. These open space links should also be connected to the adjacent communities and may include but not be limited to: utility easements, greenway corridors, woodlots, parks, courtyards, valleys, storm ponds and expanded boulevards within the road right-of-way;
- j. Lighting should be designed to promote pedestrian comfort, safety and provide a high quality ambiance suitable for a District Centre. The design of lighting, as an urban design feature, helps to define the sense of place and pedestrian scale of the Carrville Centre. In addition, accent lighting is required to emphasize built form and landscape elements. Pedestrian scale lighting should be provided adjacent to streets, walkways, public squares, pedestrian routes and in parks and courtyards;
- k. Lighting guidelines will be required as part of the urban design/landscape master plan. The draft City of Vaughan Lighting Standards and Guidelines Study, Phase I, November 4, 2004, or any subsequent lighting document approved by Council, shall be referenced in the preparation of the lighting plan; and,
- l. Signage in the District Centre will conform to signage guidelines, developed prior to the approval of a Plan of Subdivision, which address the amount and type of illumination, size, materials, typography and design. Guidelines shall ensure that signage is incorporated into the building.

11.2.15.6. In order to reinforce streets as primary public spaces, the locations of parking, driveways and service entrances need to be carefully considered and coordinated with the locations for pedestrian entrances.

- a. Parking and servicing should have the least possible impact on the streetscape and public open spaces;
- b. Parking is encouraged to be provided below grade but, alternatively, may be provided in above grade structures faced with active uses, or in landscaped surface lots to the rear or side of buildings;
- c. On-street parking spaces provided on either the local, primary, or arterial roads within the District Centre may be credited towards the parking provided on-site;
- d. Entrances to below grade or structured parking and service areas should occur within the building;
- e. Large surface parking areas are generally discouraged and, in the long term,

parking is encouraged to be located below grade. Where surface parking must be provided, the visual impact of large surface lots shall be mitigated by a combination of setbacks, and significant landscaping including: pavement treatments, low walls or decorative fencing, landscape materials, trees and lighting throughout parking lots and along the edges; and,

- f. Surface parking lots or spaces should be set back 3.0 metres from the property line. The setback should be substantially landscaped with decorative fencing and coniferous and deciduous planting providing seasonal interest in order to continue to define the street edge and provide an enhanced environment for pedestrians and drivers alike.
- g. Access to parking and servicing areas should occur off local streets or service lanes and to the side or rear of buildings.

11.2.15.7. Loading areas are not permitted in any yard facing a street, unless they can be adequately screened from view, to the satisfaction of the City. The location of loading areas will be controlled in the zoning by-law.

11.2.15.8. No outdoor storage is permitted within the Centre, with the exception of seasonal garden centres established in conjunction with a permitted retail use.

11.2.15.9. Courtyards will be formed in many of the commercial, residential and mixed-use blocks. Their primary role will be to provide on-site, at-grade open space amenity for occupants of that block. The functional and spatial characteristics of the courtyard vary depending on building typology and size of the block. Residences with generous private yards might require less semi-private open space while multi-dwelling buildings would benefit from more ample courtyard spaces. The following policies apply throughout the Centre:

- a. During subsequent site plan review, development applications will be expected to present coordinated design concepts for courtyards that provide appropriate grading, pedestrian and landscape facilities, coordinated servicing and automobile access to maximize usable landscaped open space; and,
- b. To be most effective, courtyards should have a unified landscape design that ensures that gardens and play areas, on individual sites, can be shared with those living or working on the block as a whole.

- 11.2.15.10. In the Centre, the provision of community services, restaurants, cafés, stores and display windows at grade provides visual interest, encourages the use of sidewalks, promotes retail continuity and viability, and contributes to a safer and more vibrant pedestrian environment.
- a. Buildings shall, to the greatest extent possible, front onto public streets, be flush with grade and provide an active use at grade in order to promote pedestrian activity;
 - b. Within the **High-Rise Mixed-Use** and **Mid-Rise Mixed-Use** designations, ground floor uses will change over time to adapt to a variety of community needs. As a result, the floor-to-ceiling height of ground floors for all buildings should be 3.3 to 4.0 metres to be sufficient to adapt to all permitted uses;
 - c. Principal pedestrian entrances shall provide direct access to the public sidewalk; and
 - d. The City shall consider introducing provision in the zoning by-law to permit the operation of outdoor cafés.
- 11.2.15.11. The provision of publicly accessible, privately-owned, mid-block urban squares are encouraged on individual sites in order to complement the public open space system. These will be provided on an incremental basis as development occurs. Mid-block pedestrian connections should:
- a. Be provided within larger development parcels. These are intended to be designed as pedestrian landscaped mews and should be lit, landscaped and maintained for public use;
 - b. Provide a fine grain of pedestrian circulation and an important connection between two streets;
 - c. Lead to public destinations such as schools, parks and public transit; and
 - d. Provide an address to individual residential or business frontages along their lengths.

11.2.16 Road Allowance and Streetscaping

11.2.16.1. The arterial, primary and local roads in the District Centre identified in Map 11.2.B shall form a connected system to serve all parts of the District Centre and allow for multiple choices of routes for both pedestrians and motorists.

11.2.16.2. Within the District Centre, Rutherford Road and Dufferin Street shall be modified to

reflect their role and function as multi-purpose urban streets that are both transportation corridors and pedestrian oriented places. They shall be designed to accommodate a wide range of uses and users. The potential treatment of the road allowance is illustrated in Figure 11.2.A. The City of Vaughan will work with York Region towards the implementation of these enhanced streetscapes as the Carrville Centre develops over time.

- 11.2.16.3. The Primary Roads connect the District to the adjacent residential neighbourhoods. They shall be designed to accommodate a wide range of uses and users. Individual access points from a Primary Road shall be restricted.
- 11.2.16.4. Local Roads shall be designed to provide high levels of pedestrian amenity while providing adequate accommodating for cars and service vehicles. Map 11.2.B identifies a Main Street and Urban Square. It is intended that this road be the focus of the District Centre. This Main Street and Urban Square, which will provide direct access to a potential Transit Facility site, is planned as a 23.0 metre right-of-way to provide the opportunity for bus access and on-street parking.

11.2.17 Servicing Water, Wastewater and Stormwater Management Services

- 11.2.17.1. Development within the District Centre shall be on the basis of full urban water, wastewater and stormwater management facilities.
- 11.2.17.2. A Master Servicing Strategy outlining preliminary functional water distribution, wastewater collection and stormwater management facilities, including designs and costs, will be prepared by proponents to the satisfaction of the City and the Region as a condition of approval of development applications.
- 11.2.17.3. The need for a variety of stormwater management ponds has been identified throughout the Centre. The precise operation, dimensions and design of the facilities will be determined and addressed as part of the Master Servicing Strategy. The design and function of the ponds will be in accordance with City policies. Every effort will be made to reduce the size of these ponds within the Centre.

- 11.2.17.4. Appropriate stormwater management practices shall be followed to the satisfaction of the City and the Toronto and Region Conservation Authority. Development shall provide for the management of stormwater runoff, and the promotion of water quality treatment on a comprehensive watershed basis. On-site storage of stormwater (e.g. parking lots and rooftop controls) will also be considered as an option for the treatment of stormwater within the District Centre.
- 11.2.17.5. New infrastructure or improvements to existing infrastructure, including roads, site grading, sanitary and stormwater management facilities, municipal water and electricity supplies, required to serve proposed development shall be provided concurrent with the rate of development, and shall not place a financial burden on the City.

11.2.18 Transportation General

- 11.2.18.1. The intent of the transportation system is to provide an integrated, multi-modal transportation network for all residents and businesses that are safe, convenient, affordable, efficient and energy-conserving while minimizing environmental impacts.

Road Network

- 11.2.18.2. The road network includes primary roads, local roads and laneways. Map 11.2.B identifies the road network. The right-of-way widths for the various roads are generally 23.0 metres for Primary Roads, 17.5 to 20.0 metres for Local Roads and 7.5 metres for Laneways. The following policies apply to the Road Network:
- a. The road allowance widths identified in this Plan are approximate. In certain cases, widening of existing roads to the ultimate road allowance width shown may not be required. In some cases the right-of-way may need to be wider to accommodate engineering and/or design requirements. Final right-of-way requirements and the provision of daylight triangles, and left turn lanes will be determined during the review of development applications;
 - b. Local road right-of-ways will range from 17.5 to 20.0 metres. Generally, local roads that serve primarily residential development shall be 17.5 metres;
 - c. Notwithstanding 12.1.14.8.b above, the north-south road identified as “Main Street” and the east-west road providing potential access to a transit facility shall have 23.0 metre and 20.0 metre rights-of-way, respectively, to accommodate buses and on-street parking;

- d. One road is identified as a 'Special Character Street' on Map 11.2.B. This road is an important pedestrian connection to open spaces and/or environmental features. It shall be designed to incorporate enhanced landscape features signifying their important contribution to the overall open space system. The enhanced landscape treatment may be incorporated within the boulevard or within a centre median, subject to the requirements of the City;
- e. It is a requirement of this Secondary Plan that all roads identified within the Centre shall be built and maintained to an operational standard satisfactory to the City, and shall provide for permanent public access for traffic through the Centre;
- f. The road network illustrated on Map 11.2.B is fundamental to the efficient functioning of the District Centre transportation network; laneways and local and primary road rights-of-way shall be identified in all approved plans within the Centre, and shall be conveyed to the municipality as a condition of approval of draft plan of subdivision, and at the time of plan registration. Alternatively, the City may in the subdivision agreement permit private roads designed and built to City standards with a public easement that conveys the road to the City at no cost at any time in the future that the City deems necessary;
- g. No plan shall be approved which permits the establishment of any structure on a local or primary road rights-of-way identified on Map 11.2.B. Local road allowances conveyed to the municipality may be used privately on a temporary or permanent basis for parking aisle purposes at the sole discretion of Council;
- h. The road network within the Centre shall recognize natural and built constraints and shall form a continuous and interconnected modified grid pattern, integrated with the road network planned or in place on surrounding lands bounding the Centre;
- i. Round-a-bouts, cul-de-sacs, hammerheads or other similar traffic calming and traffic control measures may be implemented subject to evaluation by the City and/or the Region of functional, operational and financial issues associated with their use;
- j. Two round-a-bouts, as identified on Map 11.2.B, shall be incorporated into the Centre to facilitate traffic movement at the intersections of the two north south primary roads and the northern most east-west primary road;
- k. Streetscape design for Arterial Roads, Primary Roads, and Local Roads shall be subject to the City's urban design requirements and policies articulated in this Secondary Plan;

- l. Individual direct access to any arterial road shall be discouraged. Building setbacks from arterial roads will be minimized and parking areas shall be directed to areas less visible from the street; and,
 - m. The decision to require the first east/west road north of Rutherford Road, in Block 11, will be examined in detail from a traffic and engineering perspective, at the Draft Plan of Subdivision stage, to the satisfaction of the City.
- 11.2.18.3. The Regional road structure (the Arterial Roads) of Rutherford Road and Dufferin Street will play an important role in the success of the Carrville Centre. A key component of making street related retail uses work, adjacent to the Arterial Roads, is the provision of lay-by parking. The City will work with York Region regarding the construction and detailed implementation of this feature in conjunction with the other streetscape improvements being recommended for the Arterial Roads. The detailed design of the Arterial Roads shall consider the incorporation of lay-by parking facilities.

Transit

- 11.2.18.4. It is a major objective of the City to increase transit ridership. To achieve this objective, the transit network within the District Centre is encouraged to be integrated with local, regional and inter-regional transit routes and services, including:
- a. Connections to the local transit system along Arterial and Primary Roads;
 - b. Connections to the TTC Subway system via the Highway 7 corridor, Vaughan Corporate Centre (Spadina line) and Finch station (Yonge line); and,
 - c. Connections to the Maple and Rutherford GO rail stations at Major Mackenzie Drive and Rutherford Road and connections to commuter parking lots and GO bus operations along the Highway 400 corridor.
- 11.2.18.5. The City will take into account the requirements for a comprehensive and interconnected public transit network by ensuring that all development applications fully consider short and long-term transit opportunities.
- 11.2.18.6. The internal road network shall be continuous such that it is conducive to the efficient routing of public transit and provide the maximum possible service coverage.
- 11.2.18.7. The City shall encourage the increased use of public transit by requiring transit supportive urban design, retaining rights-of-way for off-street bus loops, terminals

and on-street bus bays as well as providing for bus shelters and bus stop locations. Improvements to the public transit network, based on the existing system of roads, should be initiated immediately and continue as necessary to meet the needs of development as it proceeds.

- 11.2.18.8. Local transit routes serving the surrounding community should converge within the District Centre, and transit stops/stations shall be established at appropriate locations.

Pedestrian and Bicycle System

- 11.2.18.9. The development of all roads shall include safe, convenient and attractive facilities for pedestrians and cyclists.
- 11.2.18.10. A pedestrian walkway and bikeway system (developed primarily within the public road right-of-way) shall be required in the District Centre and integrated with the City's Pedestrian and Bicycle System Master Plan. Pedestrian and bicycle facilities will be designed to provide connections to bus stops, and linkages between buildings, adjacent sites, surrounding areas and public streets, particularly those with transit facilities.
- 11.2.18.11. An adequate supply of secure bicycle parking shall be provided near bus stops, in high activity areas and park areas.

Parking

- 11.2.18.12. Sharing of parking in mixed-use developments will be encouraged within the District Centre, subject to evaluation by the City.
- 11.2.18.13. On-street parking shall be permitted on all streets fronting commercial development in the District Centre with the exception of Rutherford Road and Dufferin Street. Parking underground and in structures shall also be encouraged.
- 11.2.18.14. To assist with the reduction in large surface parking areas in the District Centre, a reduction to the current parking standards and maximum parking standards shall be applied to all surface and/or structured parking provided. The following parking standards will be used in calculating the required parking spaces for each development within the Carrville Centre:
 - a. For all retail commercial uses -a maximum of 4.25 spaces/100 square metres of Gross Floor Area;

- b. For all office uses -a maximum of 3.0 spaces/100 square metres of Gross Floor Area;
 - c. For all condominium-based residential uses – a maximum of 1.75 spaces per unit, inclusive of visitor parking; and,
 - d. For all freehold residential uses – 2.0 spaces per unit are required.
- 11.2.18.15. The City of Vaughan shall investigate the establishment of a public parking authority to provide public parking lots (surface lots and/or structured parking facilities) within the Carrville Centre. Should public parking be provided, the parking standards identified above shall be further reduced to balance the overall supply of parking with the permitted levels of development.
- 11.2.18.16. Cash-in-lieu of parking may be considered by the City. If considered, the minimum parking requirement shall be the benchmark for the calculation of required parking.
- 11.2.18.17. Parking requirements for any individual development do not necessarily need to be provided on the same lot, or on a lot contiguous to the development. Required parking for any development within the District Centre may be provided on any lot within 500 metres of the development that is being served by the parking facility, subject to approval by the City.
- 11.2.18.18. Notwithstanding 11.2.18.18 above, the approved plan for the major food store located on the west side of the Main Street and Urban Square shall fully accommodate all of the parking required for the food store use.

Traffic Demand Management

- 11.2.18.19. The City will actively work with the Region and with developers, owners and tenants in the District Centre to develop, implement, facilitate and promote measures to increase the use of transit, cycling and walking, while reducing the use of low occupancy automobiles for trips, particularly trips to and from work. These measures may include:
- a. Promoting the use of public transit by employees;
 - b. Promoting measures to foster higher vehicle occupancy;
 - c. Assisting in organizing and promoting car pooling;
 - d. Giving priority parking space assignments and/or reduced rates for car pools;
 - e. Varying hours of work to reduce peak hour loads;
 - f. Participating in a Transportation Management Association; and,

- g. Giving priority parking space assignments or reduced rates for low and non-polluting motor vehicles such as electric cars, as they become available to the general market; and/or, other measures that may be identified.
- 11.2.18.20. Measures to support transit use, such as maximum parking standards, priority signaling, shared parking arrangements, and public-parking structures, may also be required.
- 11.2.18.21. Transportation Impact Studies submitted in support of development applications shall identify and assess the feasibility and impact of travel demand management measures. The recommendations of these studies shall include the implementation of a travel demand management program for the proposed development.
- 11.2.18.22. Development proposals for greater residential densities or for greater retail floor space than permitted by this Plan shall be required to provide a Traffic Impact Study and traffic certification by a qualified transportation consultant stating that the development meets with the following traffic criteria:
- a. The site layout provides adequately for the movement needs of pedestrians, automobiles and commercial vehicles without disrupting bordering streets and properties;
 - b. The development will not increase local residential road traffic so significantly as to produce appreciable new hazards, noise, dust and fumes for District Centre residents and nearby residential communities;
 - c. The project provides an appropriate level of parking and encourages the use of public transit, walking and cycling as alternatives to automobile use;
 - d. The traffic resulting from the proposed development does not significantly contribute to reducing the level of service of arterial roads and primary roads and their intersections to below a generally acceptable level; and,

Transportation Improvements

- 11.2.18.23. The full achievement of the development proposed by the Carrville Centre Plan requires the following improvements to the transportation system servicing the Centre:
- a. The following Region of York road and transit improvements have been identified as necessary to support the full achievement of the development of the District Centre:
 - i. through the District Centre, construction of the redesigned Rutherford Road

- and Dufferin Street to include four through lanes;
 - ii. streetscaping improvements to Rutherford Road and Dufferin Street, including centre medians;
 - iii. a local transit network and associated transit infrastructure within the District Centre focused on the Transit Facility; and,
 - iv. a Transit Facility providing connections to the Highway 407 Transitway, transit links to the Spadina Subway and York University, and the GO rail commuter system, and local transit services focused on the Primary Roads.
- b. The following City of Vaughan road and transit improvements have been identified as necessary to support the full achievement of the development of the District Centre:
- i. the Primary and Local Road and Laneway network;
 - ii. the Main Street and Urban Square identified on Map 11.2.B;
 - iii. on-street and lay-by parking on all roads within the District Centre, in particular on both sides of the Main Street and Urban Square; and,
 - iv. a pedestrian and bicycle system linking to areas in the rest of the Carrville Community.

11.2.18.24. It is the policy of Council to assist the Region of York in protecting and obtaining lands required for the rights-of-way for the widening of Arterial Roads and the provision of public transit services through the development approval process.

11.2.18.25. Where lands have been identified as required for the construction of the road network within the Centre, and where such lands are the subject of a development application, it is the policy of Council to require the dedication of such lands before permitting the development of the site.

11.2.18.26. From time to time, at the discretion of Council, lands for planned road or transit improvements may be directly purchased or expropriated by the City, in order to foster the planned and orderly development of the Centre. It is Council's intention that the funds for such acquisition of land and for the construction of planned road or transit improvements be provided to the greatest extent practical through a charge against development in the Centre and/or the City and/or the Region under the provisions of the Development Charges Act, or by other means available to the City.

- 11.2.18.27. It is Council's intention that the development of the Centre proceed as expeditiously as possible, and that the planned transportation improvements should, therefore, be reflected in the capital works forecasts and any Development Charges By-law in such a fashion as to permit development without delay. As such, the City will urge other levels of government to proceed likewise in circumstances where the jurisdiction for a transportation network improvement is not with the City. The specific need and timing for these improvements will be determined based on the monitoring program set out in this Secondary Plan.
- 11.2.18.28. Until such time as the Regional Road improvements identified in this Secondary Plan have been undertaken, Council may phase development in the Centre until the required road capacity is available. Where the Arterial Roads have not been widened to the width set out in this Secondary Plan, development applications will be required to submit a traffic study to demonstrate that capacity is available.
- 11.2.18.29. The City, in partnership with the Region, shall establish a formal program to monitor the level of development and associated traffic conditions. The Monitoring Program will address:
- a. Traffic volumes on key routes and at key intersections, based on periodic traffic counts in the Centre area;
 - b. The amount of existing and proposed floor space for which subdivision, zoning or site plan approval has been granted, status of development approvals, completions and occupancy;
 - c. Travel characteristics and modal split;
 - d. Population and employment generated by existing development and projected for approved, but not yet occupied, development;
 - e. Evaluation of traffic volumes and transit ridership in the context of available capacity;
 - f. Evaluation of existing, planned and proposed development phases in order to allow for identification and planning of transportation improvements or to allow time for steps to be taken to control the pace of development; and,
 - g. The regular monitoring program will take place, as part of the periodic review of this Secondary Plan, at intervals of five years. Council will review the results of each cycle of the Monitoring Program at a public meeting. Sufficient detail will be made available to the public to enable the verification of results and conclusions.

11.2.19 Development Concept Report and Phasing Plan

- 11.2.19.1. A Development Concept Report will be required for this Secondary Plan Area. In addition to the matters listed in policy 10.1.1.5. The Development Concept Report will discuss the achievement of the pedestrian oriented retail 'Main Street and Urban Square.' as identified on Map 11.2.A.
- 11.2.19.2. Within each quadrant of the Carrville Centre Secondary Plan development applications should co-ordinate neighbouring development proposals in a mutually complementary fashion. Non-participating lands shall be shown conceptually in the Development Concept Report and Phasing Plan.
- 11.2.19.3. Development shall be phased to provide for the orderly development of the Carrville Centre and to ensure the most efficient and economical use of existing and proposed infrastructure. The following phasing criteria shall be considered in the review of all development applications:
- a. The development contributes to, or can be appropriately integrated within, the logical sequence of construction of all required sewer, water, stormwater and transportation facilities.
 - b. The development satisfies all requirements regarding the provision of parkland and other facilities.
 - c. Traffic from the proposed development can be accommodated on the existing arterial road network.
 - d. Phasing may be addressed through the appropriate use of the holding (H) provisions of this Plan.
- 11.2.19.4. As a component of the Development Concept Report, development applications shall provide a Phasing Plan, which:
- a. Describes and illustrates how existing and proposed development can be incorporated into the site to achieve the full development potential of the site.
 - b. Identifies the public infrastructure and facilities required to serve the development, including water, sewer, stormwater, roads, transit, parks and open space facilities, and their proposed phased construction.
 - c. Describes the expected financial requirements for such public infrastructure, and the appropriate financial contributions from benefiting landowners.

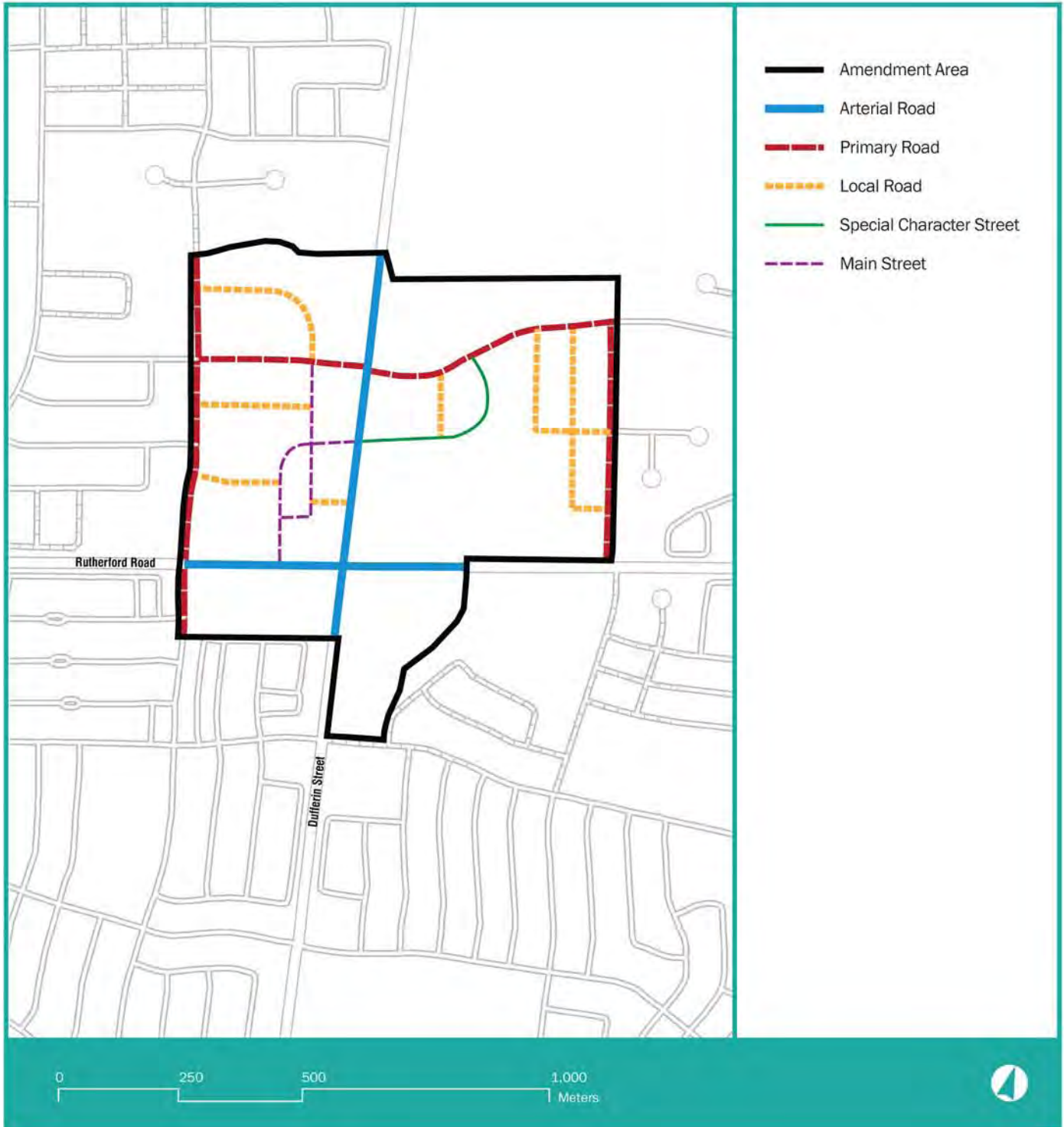
11.2.20 Community Improvement Policies

- 11.2.20.1. The Carrville Centre is undeveloped. It is the intent of the City of Vaughan to facilitate the development of the Carrville Centre in conformity with the policies of this Plan. In order to achieve the planned function and intended image of the area as one of the primary urban centres of the City, it may be necessary for the City to implement a comprehensive public realm improvement strategy and/or to provide a financial incentive package to the private sector.
- 11.2.20.2. It is the intent of the City that the entire area of the Carrville Centre, which has been identified as a 'Community Improvement Area', may be further designated in whole or in part, by by-law, as a 'Community Improvement Project Area', for which a detailed Community Improvement Plan will be prepared.

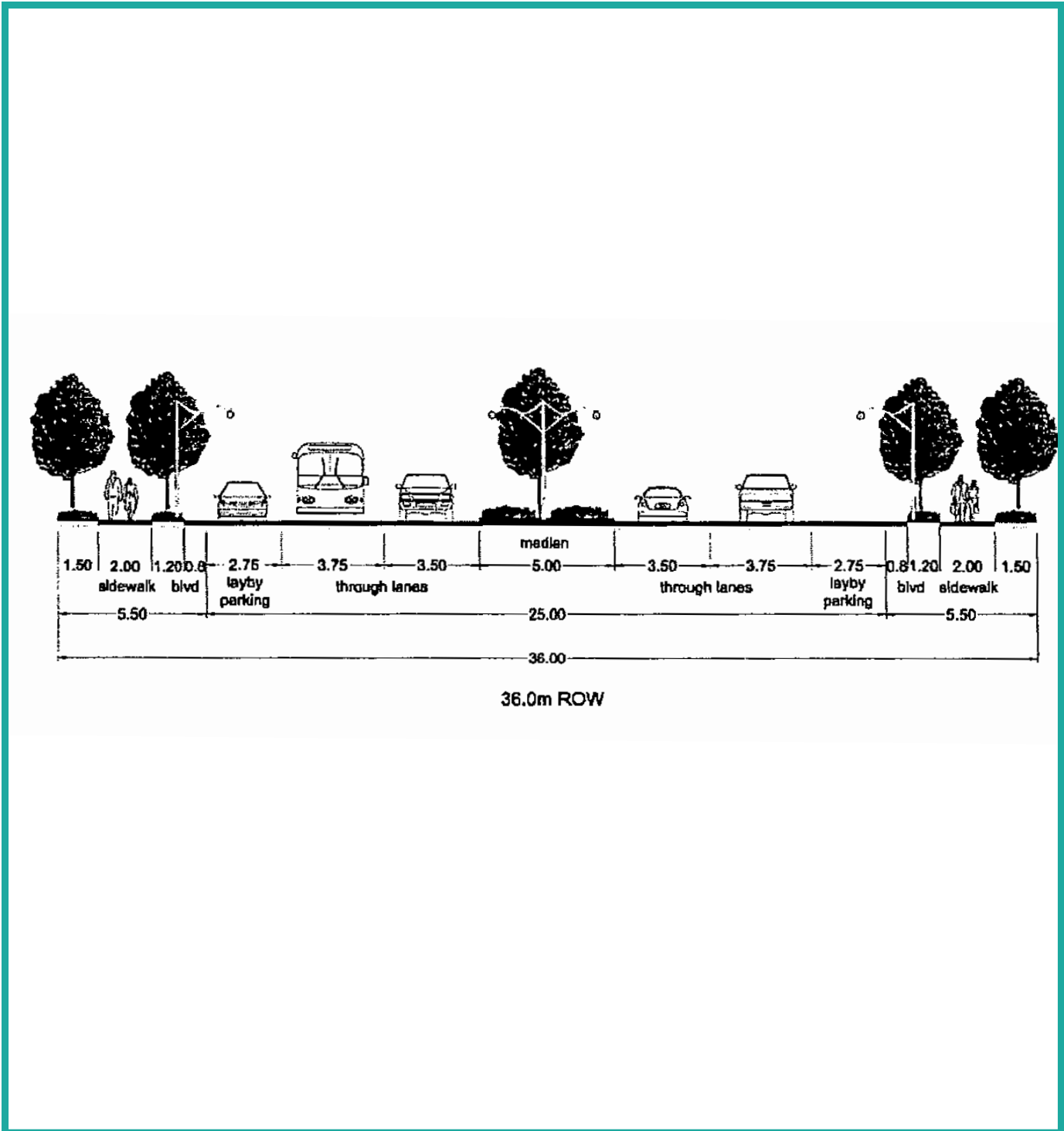
11.2.21 Interpretation

- 11.2.21.1. This Secondary Plan is a statement of policy. It is intended to guide the development of the Carrville Centre Secondary Plan Area. Some flexibility in interpretation is permitted, provided the intent of the policies and principles of this Plan are maintained.
- 11.2.21.2. The designations identified on Map 11.2.A are intended to show general areas. Minor adjustments to the boundaries of the designations may occur through the City's approval process without Amendment to the Plan, except where the designations are established by fixed boundaries, such as road rights-of-way, or where specifically stated to be fixed in the policies of this Plan.
- 11.2.21.3. Where lists or examples of permitted uses are provided, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses not listed, but considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land use designation may be recognized as a permitted use and recognized in the implementing zoning by-law.
- 11.2.21.4. Minor variations from numerical requirements in the Plan may be permitted without an Official Plan Amendment provided that the general intent of the Plan is maintained. Minor variations, in this Secondary Plan, shall mean a maximum of 5 percent variation from the identified numerical requirement.

▼ Map 11.2.B:
Carrville Centre Secondary Plan - Road Network



▼ Figure 11.2.A
Arterial Road



11.3 Steeles West Secondary Plan

11.3.1 Introduction

This Secondary Plan recognizes that it will take a number of years for the Steeles Corridor: Jane to Keele (“the Corridor”) to reach its full potential. Therefore each phase of development will need to serve the Ultimate vision in terms of supporting the long-term goals and built-form objectives envisioned by this Secondary Plan.

It is vital that transit-supportive and pedestrian-oriented development be achieved at the outset. To ensure that this Secondary Plan can be implemented as envisioned, establishing the public road and block pattern of this Secondary Plan is important. Provision for the planned road network shall be a requirement of any approved development. As such, Map 11.3.B identifies the comprehensive public road pattern, including local streets, and, consequently, the pattern of development blocks.

Within the Corridor, the City’s objective is to establish a development block pattern based on a grid of new streets. The grid is comprised of three elements. The first is a continuous east-west primary road from Keele Street to Jane Street located within or at the southern edge of the Hydro Corridor. The second element is the structure of six north-south roads extending from the east-west primary road down to Steeles Avenue. The third will be an even finer network of local public roads to be developed within these blocks (as shown conceptually on Map 11.3.B).

The visual attractiveness and image of the Corridor is of prime importance, and development throughout the Corridor will be characterized by high quality urban design. Urban design requirements will be implemented through the policies of this Secondary Plan, the zoning by-law and through site plan control. Development related and scaled to the pedestrian is required on all lands within the Corridor.

- 11.3.1.1. The area within the heavy lines on Map 11.3.A shall be known as the Steeles Corridor: Jane to Keele, and is subject to the policies of this Section.

11.3.2 Community Structure

- 11.3.2.1. The planned Toronto-York Spadina Subway Extension will ultimately support enhanced service to this section of Steeles Avenue. To encourage the Corridor’s development as a public transit hub, a concentration of residents and workers to support and encourage this function will be essential. The Secondary Plan provides for higher densities around

the subway station site, which gradually lower with increased distance from the station. While Steeles Avenue and the municipal boundary define this area as a 'corridor', it is expected that the Secondary Plan Area will combine with York University to create a seamless development node of significance to the Greater Toronto Area.

Population and Employment

- 11.3.2.2. The Secondary Plan Area is expected to accommodate approximately 5,000-5,500 residential units, and a residential population of approximately 10,000-11,000, at full build out. Approximately 100,000 - 120,000 square metres of Office/Commercial uses is planned, which would generate an estimated 4,000 - 5,000 employees.

11.3.3 Development Principles And Objectives

- 11.3.3.1. The following principles express the fundamental premises for development within the Secondary Plan area. They will be considered in the review of all development applications and capital projects:
- a. A transit-supportive Plan: Support and capitalize on existing and planned transit investments.
 - i. To establish high density, mixed-use residential/commercial development that provides support to the existing bus transit and planned subway service.
 - ii. To establish a road and block structure that provides access for pedestrians, bicyclists, public transit and passenger vehicles.
 - iii. To develop a grid network of continuous and interconnected arterial, primary and local streets, and short development blocks, complemented by a public transit network, facilitating efficient movement by all modes.
 - iv. To establish, at as early a stage as possible, an east-west primary road connection between Jane Street and Keele Street to support bus and car movements and to provide relief to the Keele/Steeles and Jane/Steeles intersections.
 - v. To protect for transit-related facilities (including bus terminals, passenger pick-up and drop-off and station entrances) required for the Steeles West Station.
 - vi. To optimize the use of existing public lands within and surrounding the area for infrastructure and community amenities, thereby maximizing the potential of private lands for transit-supportive development.
 - b. A Plan to use infrastructure effectively: Manage development within the capacity of

existing and committed transportation and servicing infrastructure.

- i. To maximize land use densities within the capability of the infrastructure.
 - ii. To plan for infrastructure improvements and community facilities and services that will support further increases to permitted land use densities.
 - iii. To phase land uses so that they match with the implementation of the infrastructure improvements, meaning all public and/or private utilities (including but not exclusive of CATV, Hydro, Gas, Communications, Telecommunications, Canada Post, etc.), which are required to service a development.
 - iv. To require all development to proceed on the basis of full services, logically extended in keeping with the availability of servicing capacity, and designed and built at a scale which ensure that the ultimate forecast population and employment growth resulting from this Secondary Plan can be accommodated.
 - v. To ensure that the costs of private development are fully borne by, shared equitably among, and recovered from benefiting landowners.
 - vi. To plan well in advance, in cooperation with the Region of York, to ensure that infrastructure improvements at both the local and regional level are planned on a comprehensive basis, and built in time to address the needs of the Corridor, in concert with market demand.
- c. Create a compact, mixed-use precinct, concentrating worker and resident population within a 10-minute walking distance of the future Steeles West Station.
- i. To provide the opportunity for a full range of high density land uses.
 - ii. To support a mixing, rather than separation, of land uses.
 - iii. To provide an opportunity for the highest densities to be concentrated in the areas closest to the planned transit stops and station.
 - iv. To establish a concentration of residential and major office development close to the subway station that supports development of a vibrant urban area.
 - v. To provide for the achievement of a substantial commercial centre with market synergies among the various uses and which fosters increased public transit ridership.
 - vi. To provide retail development opportunities to address the needs of the employee and resident population in the Corridor, while avoiding creation of a retail centre serving broader City or Region wide needs.

- vii. To establish the mixed-use residential and commercial corridor as an integral component of a pedestrian-friendly urban environment which is conveniently accessible by public transit, bicycle, and on foot from York University and the surrounding community.
- viii. To ensure that the Corridor develops in a manner consistent with its 'planned function' in the City's hierarchy of transit-supportive centres and corridors.
- d. Complement and reinforce the academic function and campus environment of York University.
 - i. To provide for a range of land uses that support the continued evolution of York University.
 - ii. To recognize the core of the campus as the primary area for academic function, and provide support for other uses ancillary and complementary to that core academic function.
 - iii. To become a complementary component to the York University campus, rather than a separate corridor in another context.
 - iv. To make connections across Steeles Avenue and enhance pedestrian access between the north and south sides.
 - v. To visually connect land uses across Steeles Avenue from a built form and urban design perspective.
- e. Ensure early phases of new development establish the vision for the Corridor at the outset and provide the opportunity for further land use evolution.
 - i. To ensure that the first phase of development enables the City to acquire or secure the planned road rights-of-way which define the lot and block structure.
 - ii. To encourage and support as high a density as supported by this Secondary Plan at the earliest possible stage of development.
 - iii. To have all phases of development, including initial phases, reflect transit-supportive urban design.
 - iv. To require preparation of development phasing plans that provide for the logical progression of development from its initial phase to a mature phase reflecting the urban form envisioned by the Secondary Plan.
 - v. To ensure as early as possible, the development of the key public sector elements needed to achieve the vision for the Steeles Corridor Secondary Plan Area, including the establishment of:
 - A. public transit services, and associated infrastructure and facilities;

- B. a grid network of public road rights-of-way;
 - C. the continuous east-west primary road connection between Jane and Keele Streets;
 - D. a pedestrian promenade along Steeles Avenue with a high-quality streetscape;
 - E. appropriately sized and located park/neighbourhood square and school sites
- vi. To consider the compatibility of existing land uses in the early phases of new development.
 - vii. To provide an appropriate transition in scale from residential areas to surrounding employment areas.
 - viii. To protect against the displacement of employment from surrounding employment areas that are, in particular related to the CN Rail Yard and significant to the local, regional and national economy.
- f. Develop a consistent, attractive image and pedestrian environment along Steeles Avenue through landscaping and the placement and massing of buildings.
 - i. To promote the development of a mixed-use residential and commercial district focused along the Steeles Avenue frontage.
 - ii. To have development concentrated and massed along Steeles Avenue to create a physical presence and focus for the transit-riding pedestrian.
 - iii. To develop a walkable, pedestrian-friendly environment, with connections to the subway station, public facilities such as schools, parks, urban squares, and commercial areas.
 - iv. To encourage built form and streetscapes that support walking through a continuous, street-oriented urban area that is safe, attractive, and human in scale.
 - v. To encourage the grouping or clustering of utilities wherever possible in order to reduce or mitigate street clutter within the public or private realm. Wherever practical, the City encourages utilities to locate underground and/or within buildings.
 - g. Provide a balanced transportation system that is convenient, safe and comfortable for pedestrians, cyclists, public transit, and private vehicles.
 - i. To develop a pedestrian and bicycle network through the Corridor, connecting private amenity areas, parks, neighbourhood squares, public buildings, stormwater management areas, utility easements and, where

- appropriate, local streets, within and adjacent to the Corridor, and particularly to the subway station and York University.
- ii. To support on-street parking on the local north-south roads and east-west roads other than Steeles Avenue, to support street-related retail uses that are accessible to both pedestrians and drivers.
 - iii. To encourage the City of Toronto to consider, over the evolution of this Secondary Plan, the potential for on-street parking on Steeles Avenue.
 - iv. To encourage travel on foot and bicycle, by providing safe and convenient pedestrian and bike networks on public streets and connections to the subway station, parks, public facilities and publicly accessible private amenity areas.
 - v. To use appropriate building setbacks, lane widths, turning radii, etc. as traffic calming measures as appropriate, to reduce traffic speeds, enhance public safety, and create a more urban condition.
 - vi. To secure, acquire and/or protect for road rights-of-way and transit rights-of-way that make up the grid network of primary and local roads.
 - vii. To facilitate bus access to the subway station and automobile access to the passenger pick-up and drop-off and the commuter parking lot in the hydro corridor.
 - viii. To reduce the need for commuter travel by encouraging a closer relationship between the workplace and the home.
- h. Integrate transit facilities, roads and development as seamlessly as possible with surrounding development.
- i. To encourage a significant increase in public transit ridership to reduce traffic congestion, energy costs and pollution, and foster greater efficiency in the operation of the transportation system.
 - ii. To provide for a transition of land uses and density from the subway station to adjacent areas.
 - iii. To provide a network of north-south road rights-of-way connecting across to the south side of Steeles Avenue to York University that also facilitate pedestrian and bicycle crossings.
 - iv. To facilitate east-west movement through the corridor by pedestrians, cyclists and vehicles through the provision of linked, mid-block connections.
 - v. To continue to work closely with York Region, City of Toronto, York University and the various transit providers to implement the transit and road system

improvements complementing the development policies in this Secondary Plan.

- vi. To support additional longer-term road connections to areas beyond the Secondary Plan.
- i. Ensure future residential neighbourhoods are adequately served by community services and amenities such as schools, urban squares and parks, libraries, emergency services and recreational facilities.
 - i. To provide population and employment forecasts that support the planning and provision of community services.
 - ii. To provide opportunities for multi-use institutional and community facilities.
 - iii. To recognize the personal, social, economic and environmental benefits of recreation, urban parks and squares, and open spaces.
 - iv. To establish policies for securing public uses, urban parks and squares, and publicly accessible private amenity areas.
 - v. To create a convenient and continuous pedestrian and bicycle network throughout the Corridor, connecting to transit, parks, public facilities, and linking it to the surrounding community.
 - vi. To provide urban parks and squares that address the passive recreational needs of the anticipated households and employees within the Corridor.
 - vii. To encourage and assist institutional users and public agencies in securing suitable sites and space to enable them to serve the community's social, cultural, education, government, health care and religious needs.
 - viii. To ensure that the institutional uses are compatible with and complementary to neighbouring uses and the surrounding community, and are designed to facilitate the achievement of the urban design and streetscape objectives of the Secondary Plan.
 - ix. To encourage major institutional users to locate on sites conveniently accessible to pedestrians and via the public transit network.
- j. Maintain and support the primary function of the Hydro Corridor to transport electricity.
 - i. To continue to work with York Region Rapid Transit Plan, Ontario Realty Corporation and Hydro One on expediting the design details and approvals of the continuous east-west primary road right-of-way between Keele Street and Jane Street.
 - ii. To support a design of the east-west road right-of-way that protects the primary function of the Hydro Corridor.

- iii. To encourage as much of the east-west road right-of-way as is technically feasible to be located in the Hydro Corridor.
- iv. To protect the use of the Hydro Corridor for facilities that support the subway station and public uses but do not interfere with the primary function of the corridor.
- k. Encourage the urban design of future development to be of the highest quality.
 - i. To provide high quality development by:
 - A. encouraging and attracting private investment that will respond to the high order of public investment;
 - B. adding value to private lands served by the public realm;
 - C. encouraging a range and mix of high density residential, institutional and employment uses; and
 - D. establishing simple development “rules” in order to encourage, rather than discourage, development that meets the objectives of this Secondary Plan.
- l. Promote and demonstrate environmental sustainability.
 - i. To ensure a compact, mixed-use pattern of development and a network of streets and paths that encourage walking, cycling and transit use.
 - ii. To remediate contaminated land.
 - iii. To utilize best practices in watershed management.
 - iv. To achieve high levels of energy efficiency in buildings and utilities.
 - v. To encourage the use of renewable energy sources.
 - vi. To minimize the heat island effect from buildings and paved areas.
 - vii. To integrate stormwater management and water recycling facilities in the design of buildings, open spaces and parking areas.
 - viii. To protect the integrity of the Black Creek valley system.
 - ix. To support the development of district energy, heating and cooling systems.
 - x. To encourage “green” buildings designed to achieve high standards, for example, a high Leadership in Energy and Environmental Design (LEED) rating.
 - xi. To ensure trees line streets and populate parking areas, and are well maintained.

11.3.4 Land Use Designations And Densities – General

- 11.3.4.1. Map 11.3.A illustrates the precise physical boundaries of the Steeles Corridor - Jane to Keele Secondary Plan including the delineation of sub-areas based on their distance from the subway station.
- 11.3.4.2. The maximum heights and permitted densities, in terms of a floor space index, for the Secondary Plan Area are identified on Map 11.3.A and are based upon the following transition in scale from the subway station:
- | | | |
|-----------------------|--------------------------|----------|
| a. Transit Core | within 250 m of station | FSI =4.0 |
| b. Transit Transition | 250 - 500 m from station | FSI =2.5 |
| c. Corridor | 500m+ from station | FSI =1.5 |
- 11.3.4.3. The floor space indices set out in Map 11.3.A are the targets to which future development should aspire. In accordance with Section 11.3.15, development applications will require conceptual Block and Phasing Plans that demonstrate how these floor space indices are to be achieved over time.
- 11.3.4.4. Notwithstanding the density and height policies of this Secondary Plan, the City may permit additional density and/or height under Section 37 of the Planning Act in accordance with policies 10.1.2.8-10.1.2.11.
- 11.3.4.5. Notwithstanding policy 9.2.1.1, the following uses are specifically permitted throughout the Secondary Plan Area:
- Residential units
 - Office uses
 - Research laboratory
 - Printing and publishing
 - Hotel
 - College or university
 - Commercial school
 - Financial institution
 - Data processing ancillary to a permitted use
 - Commercial uses in accordance with policy 11.3.4.6 below.

- 11.3.4.6. Commercial uses are to be provided at grade and only as part of a multi-storey, mixed-use residential, office, or institutional building. Retail commercial uses permitted on the ground floor of mixed-use buildings may include:
- a. Personal and business services
 - b. Business and professional offices
 - c. Retail stores
 - d. Restaurants
 - e. Places of entertainment
- 11.3.4.7. Public and Institutional uses are permitted in all land use designations without an amendment to this Secondary Plan. Public and Institutional uses include:
- a. parks
 - b. schools
 - c. community facilities such as community and civic centres, libraries, theatres, art and cultural centres, places of worship, daycare centres and day nurseries, police and ambulance stations and fire halls
- 11.3.4.8. The following buildings types are permitted in the Secondary Plan Area pursuant to the policies in Section 9.2.3:
- a. High-Rise buildings;
 - b. Mid-Rise buildings; and,
 - c. Public and Private Institutional buildings.
- 11.3.4.9. Non-transit-supportive land uses including: retail warehousing, service stations and gas bars, drive-through establishments of all types and uses, banquet halls, bowling alleys, motels, funeral homes, car brokerages, golf driving ranges, and miniature golf courses, are not permitted in this Secondary Plan.
- 11.3.4.10. Single use multi-unit residential, office, and institutional buildings may be permitted, but only as a component of a Development Concept Report and Phasing Plan as provided for in Section 11.3.15.
- 11.3.4.11. The ultimate location of the transit station(s) is yet to be confirmed and is the subject of an Environmental Assessment process. Any resulting major shift in this station location, or addition of a station in the Secondary Plan Area, will trigger a review of the location

of the designations in this Secondary Plan. Any minor shift in the transit station location may require a minor adjustment in the land use designations of this Secondary Plan which is permitted without the need for an amendment to the Secondary Plan.

- 11.3.4.12. The ORC/Hydro One corridor extending along the north side of this Secondary Plan is subject to the policies of the Parkway Belt West Plan. Within this corridor and in relation to the transit station exists the potential for a public parking facility that could accommodate up to 3,000 cars. This Secondary Plan permits the use of these lands for a parking facility in association with the transit station. However, there is also the potential for a large commuter parking facility to be provided in the Highway 407 corridor to serve a subway station there. The ultimate size of the parking facility in the hydro corridor should be determined based on a study of the projected demand for commuter parking associated with the subway station and the impacts of traffic from the future development anticipated by this Secondary Plan.
- 11.3.4.13. The area used for the calculation of permitted density shall include the land for the buildings, the land dedicated for the east-west road connecting Jane Street to Keele Street, private open spaces, landscaping, parking, servicing and driveway areas. The calculation of density shall not include the gross floor area of public transit uses, such as bus terminals and subway entrances, provided such uses are located within commercial or mixed-use buildings. In the event that more land is required for parks or surface stormwater facilities at-grade than is identified on Map 11.3.C then, without amendment to this Secondary Plan, consideration may be given to permitting the calculation of density to include the lands for such additional parks or stormwater ponds.
- 11.3.4.14. Development shall be undertaken on a comprehensive basis and provide an over-all design to achieve proper access, internal traffic circulation, adequate parking, and the desired urban design characteristics of the built form.
- 11.3.4.15. The needs of the transit rider and pedestrian shall be supported by providing street related commercial and public uses.
- 11.3.4.16. Public and private utility facilities shall be permitted in all land use designations and subject to detailed engineering designs to be approved by the City.

- 11.3.4.17. No outside storage of goods or materials shall be permitted in this Secondary Plan area.
- 11.3.4.18. The zoning by-law shall establish the applicable development standards.
- 11.3.4.19. This Secondary Plan establishes a framework for the designation of the Secondary Plan Area, or portions of it, for a Community Improvement Plan pursuant to policies 10.1.2.12 to 10.1.2.14 of Volume 1 of this Plan. The objective of the Community Improvement Plan will be to provide incentives for the development of transit-supportive land use densities.

11.3.5 Transit Core

- 11.3.5.1. The purpose of the Transit Core area is to:
- a. encourage and support high density residential and office uses to locate within 250 metres of the subway station and support the existing and planned transit system.
 - b. provide for the highest scale and density of residential and major office uses to surround the subway station and, if possible, be integrated with its development.
 - c. support the residential population and major office employees by providing opportunities for mixed-use development.
 - d. accommodate facilities that support the subway station and integrate them with development as efficiently as possible.
- 11.3.5.2. Office buildings are encouraged to locate at the subway station, on the corners of the Street 'C' and Steeles Avenue intersection as identified on Map 11.3.A.
- 11.3.5.3. Commercial uses oriented to public streets and plazas shall be provided on the ground floor of buildings fronting Steeles Avenue and New Street 'C' as identified on Map 11.3.A.
- 11.3.5.4. The maximum density in the Transit Core area shall be 4.0 FSI. The minimum density on a lot that is not a park shall be 2.0 FSI. Permitted density may be transferred from one lot to another within each of Block C and the portion of a Block D designated Transit Core, provided the minimum density of 2.0 FSI is achieved on all lots within Block C or the portion of the Block D, where the density transfer is occurring, and the total density on each of Block C and the portion of the Block D does not exceed 4.0 FSI.

- 11.3.5.5. Retail uses shall be ancillary to the main use and provided at grade, and only as part of a multi-storey, mixed-use high-density residential, office, or institutional building.

11.3.6 Transit Transition

- 11.3.6.1. The purpose of the Transit Transition area is to:
- a. encourage and support high density residential uses and office uses to locate 250 metres to 500 metres from the subway station and support the existing and planned transit system.
 - b. provide for a transition in scale and density from the highest density uses surrounding the subway station to adjacent and surrounding areas.
 - c. support the residential population and employees by providing opportunities for mixed-use development.
- 11.3.6.2. The maximum density for residential, mixed-use and hotel developments in the Transit Transition area shall be 2.5 FSI. The minimum density for these uses on a lot that is not a park shall be 1.5 FSI. Permitted residential density may be transferred from one lot to another within each of Block B and the portions of Blocks D and E1 designated Transit Transition, provided the minimum density of 1.5 FSI is achieved on all lots within Block B or the portions of Blocks D and E1, where the density transfer is occurring, and the total density on each of Block B and the portions of Blocks D and E1 does not exceed 2.5 FSI. Densities for shall be in the range of 1.5 to 2.5 FSI.
- 11.3.6.3. The maximum density of office uses on any lot shall be 0.6 FSI.
- 11.3.6.4. Retail uses shall be ancillary to the main use and provided at grade, and only as part of a multi-storey, mixed-use high-density residential, office, or institutional building.

11.3.7 Corridor

- 11.3.7.1. The purpose of the Corridor area is to:
- a. provide opportunities for high and medium density residential and office uses to locate more than 500 metres from the subway station and support the existing and planned transit system.
 - b. provide for a further transition in uses, scale and density from the highest density uses surrounding the subway station to adjacent and surrounding areas.
 - c. support the residential population and major office employees by providing opportunities for mixed-use development.

11.3.7.2. The maximum density for residential, office, mixed-use and hotel developments in the Corridor area shall be 1.6 FSI, except where the density bonus provided for in Policy 3.2.3.2(d) is utilized, in/which case the maximum density for all uses shall be 1.6 FSI plus 0.6 times the area of underground parking dedicated to non-residential uses, to a maximum of 1.75 FSI. Within Blocks A, E2, F and the portion of Block E1 designated Corridor the minimum density for these uses on a lot that is not a park shall be 0.8 FSI. Within Block G the minimum density for these uses on a lot that is not a park shall be defined by the Zoning By-law and may be less than 0.8 FSI. Permitted density may be transferred from one lot to another within each of Blocks A, E2, F and G and the portion of Block E1 designated Corridor, provided the minimum density is achieved on all lots within Blocks A, E2, F and G or the portion of Block E1, where the density transfer is occurring, and the total density on each of Blocks A, E2, F and G and the portion of Block E1 does not exceed 1.6 FSI.

11.3.7.3. On Block A and on Blocks E2, F and G combined, the maximum density of office uses shall be 0.6 times the area of the lot plus 0.6 times the area of underground parking dedicated to non-residential uses to be provided on the lot, to a maximum of 0.75 FSI.

11.3.7.4. Retail uses shall be ancillary to the main use and provided at grade, and only as part of a multi-storey, mixed-use high-density residential, office, or institutional building.

11.3.8 Policies For The Provision Of Public And Institutional Uses And Community Services

11.3.8.1. The success of this Secondary Plan in reaching the population and employment targets and in supporting the major public investment in transit infrastructure also depends upon the ability to provide necessary community facilities and services.

11.3.8.2. The development of joint facilities for public and institutional uses will be strongly encouraged.

11.3.8.3. In the infill and redevelopment context of this Secondary Plan, the timing and phasing of new development, the mix of land uses, and the delivery of necessary community facilities and services are less predictable than with traditional 'greenfield' development. The City will assess the need for other community facilities and services to serve the Secondary Plan Area, based on the population and employment targets of this Secondary Plan. At various points of population and employment growth, the

delivery of services will need to be addressed through further study by the City and for Development Concept Reports and Phasing Plans submitted with Plans of Subdivision, as provided for in Section 11.3.15.

- 11.3.8.4. A monitoring, review, and report on the status of growth in the Secondary Plan Area and the delivery of services will be undertaken in conjunction with the monitoring policies in Section 10.1.1 of Volume 1 of this Plan.
- 11.3.8.5. Development of all Public or Institutional uses shall be in an urban form and scale that is sensitive to and supportive of the adjacent and highest density, transit-supportive land use designation and adhere to the Urban Design Policies contained in Section 11.3.10.
- 11.3.8.6. Without an amendment to this Secondary Plan, all Public and Institutional sites may be redesignated to permit an alternative use in accordance with the adjacent land use designations should they not be ultimately required for the original purpose.

Parks and Neighbourhood Squares

- 11.3.8.7. Parks and public squares are to be provided in the Secondary Plan to provide central common spaces and key social gathering spaces for citizens. Public squares are smaller than typical neighbourhood parks, and are intended to address the passive recreation needs of residents and employees of the Secondary Plan Area.
- 11.3.8.8. A system of Parks shall be established in the Secondary Plan Area and integrated into the surrounding community's pedestrian and open space system. Map 11.3.C conceptually illustrates the general locations of Parks. The actual location, types and sizes of Parks will be determined by the City and may vary from Map 11.3.C without amendment to this Secondary Plan. Development Concept Reports shall identify the precise location and phasing of parks and public squares.
- 11.3.8.9. Parkland in this Secondary Plan area shall provide sufficient park space in the preferred locations to accommodate anticipated development and meet the needs of its future resident and worker population.
- 11.3.8.10. Suitably sized and located park and neighbourhood square sites shall be conveyed to the municipality as a condition of approval of draft plans of subdivision, to ensure

that the long term passive and active recreational needs of the Corridor residents and employees are accommodated.

- 11.3.8.11. Parks and public squares should be designed based on the following design guidelines:
- a. Parks and squares should be planned as focal points.
 - b. Streetscapes along the street right-of-way that abut a park should be designed to reinforce a high-quality, formalized relationship between the open space and its adjacent land uses.
 - c. Buildings should front onto the park to create built form edges to the public space.
 - d. The landscape along the street frontage should include high canopy street trees and be complementary on both sides of the street.
 - e. Entry/access points should be located conveniently and incorporate civic design themes.
 - f. Hard and soft landscape elements and features shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas.
 - g. Parks and squares should be designed with a minimum of two (2) street or lane frontages.
 - h. Neighbourhood parks should be 0.8-2.5 hectares in size. Public squares will range in size from 0.4 to 0.8 hectares.
- 11.3.8.12. An urban plaza shall be located and provided in conjunction with the subway station. The plaza will support passive use of hard surfaces and include a high level of urban design detail and treatment.
- 11.3.8.13. The parks and public squares provided in this Secondary Plan area shall be shown on draft plans of subdivision, and shall be conveyed to the City at the time of plan registration.
- 11.3.8.14. A system of private open spaces should be provided to complement and interconnect parks.
- 11.3.8.15. Parks, private open spaces, and the public street system should be organized to connect to the Black Creek ravine system.
- 11.3.8.16. To complement the provision of public space to meet the needs of residents of the

Secondary Plan Area, Amenity Space will be provided. A percentage, to be identified in the zoning by-law, of the required Amenity Space shall be provided outdoors and on ground level to complement the public parks and open space system.

Schools

- 11.3.8.17. The Secondary Plan area has been identified as a potential location for one (1) new elementary school. A location for the school is identified on Map 11.3.C. The location and site area for the school may change without amendment to this Secondary Plan.
- 11.3.8.18. In locating the school, the following criteria shall be considered:
- a. size and shape of the site
 - b. physical site conditions
 - c. the potential to establish itself as a focal point
 - d. accessible and visible from major pedestrian, transit and traffic routes
 - e. proximity to residential population
 - f. locations outside of the Transit Core and not fronting onto Steeles Avenue
 - g. the potential for future expansion.
- 11.3.8.19. The school may be a stand-alone building or part of a shared, mixed-use building or multi-use facility. Where the school is one part of a shared facility, the following issues in particular are to be considered:
- a. ready access to the public
 - b. self-contained with a separate entrance and services
 - c. a clearly visible and separate identity
 - d. a convenient service access which implements the urban design policies of this Secondary Plan.
- 11.3.8.20. The school site may be needed upon the population in the Corridor reaching a threshold of approximately 10,000 residents. The school boards will monitor population and student demand based on the land use approvals, Development Concept Reports, and Phasing Plans, and identify to the City in advance when, and where, a school site may need to be secured.
- 11.3.8.21. To provide an opportunity for a school facility to be developed as part of a mixed-use building, school boards will be circulated site-specific rezoning and site-plan applications.

Library

- 11.3.8.22. The Secondary Plan area has been identified as a potential location for a new library.
- 11.3.8.23. The library could be of a “Neighbourhood Library” scale with floor space of approximately 560 square metres.
- 11.3.8.24. The selection of the library location should consider the following criteria:
- a. size and shape of the site
 - b. physical site conditions
 - c. the potential to establish itself as a focal point
 - d. accessible and visible from major pedestrian, transit and traffic routes
 - e. proximity to residential population
 - f. locations within the Transit Core and Transit Transition designations, and adjacent to Steeles Avenue are to be preferred
 - g. the potential for future expansion.
- 11.3.8.25. The library may be a stand-alone building or part of a shared, multi-use facility. Where the library is part of a shared multi-use facility, the following issues in particular are to be considered:
- a. ready access to the public
 - b. self-contained with a separate entrance and services
 - c. a clearly visible and separate identity
 - d. a convenient service access which implements the urban design policies of this Secondary Plan.
- 11.3.8.26. The library site may be needed upon the residential population reaching the planned population of approximately 10,000. The library board will monitor the population levels based on the land use approvals, Development Concept Reports, and Phasing Plans, and identify to the City in advance when, and where, a site or facility may need to be secured.

11.3.9 Noise And Vibration

- 11.3.9.1. The purpose of this Secondary Plan is to:
- a. manage the evolution of land use in this area from the context of a low-intensity industrial employment area to that of a high density urban community with a mix

of residential and office uses served by high order transit. The most predominant noise source in relation to this Secondary Plan Area is the CN rail corridor and MacMillan Freight Classification Yard which are located north of the Hydro Corridor and Secondary Plan Area, The long-term protection of the CN Rail Yard function is important to the employment land base and economy of Vaughan; it is however, only one component of the City's overall growth management framework. While industrial and rail yard-related uses have been compatible with the historical function of the area, this function is changing, as expressed through the long-term vision and policies in the York Region Official Plan and The Vaughan Metropolitan Centre Secondary Plan. To address noise and vibration issues, this Secondary Plan requires identification of the limits and levels of the CN Rail Yard noise sources and mitigation against any adverse effect resulting from noise and vibration so that changes to accommodate sensitive land uses envisioned by this Secondary Plan can be incorporated into development.

- b. mitigate the impacts of noise and vibration from the subway and bus traffic.
- c. mitigate the noise and vibration impacts of truck traffic.

11.3.9.2. All residential development and other sensitive land uses within the Secondary Plan Area are required to undertake a noise and vibration study to the satisfaction of the City and CN Rail, to support the feasibility of the development: if feasible, the development proponent shall undertake appropriate measures to mitigate any adverse effects from the identified noise and vibration.

11.3.9.3. Prior to the development of sensitive land uses, including the residential land uses provided for by this Secondary Plan, a comprehensive City-initiated noise and vibration study, or in lieu of that, site specific noise and vibration studies in accordance with Ministry of the Environment Guidelines and in consultation with CN, will be required. This study will identify the CN Rail Freight Classification Yard and other noise sources, and control and mitigation measures, through enhanced building designs or acoustical building construction measures, for example, for development within 300 metres of CN facilities.

11.3.9.4. A portion of the sensitive residential land uses permitted by this Secondary Plan are planned to locate along the Steeles Avenue frontage. Prior to development approvals, Development Concept Reports and Phasing Plans, as provided for in Section 11.3.15,

are to address any potential phasing and integration of sensitive land uses with other non-sensitive land uses.

- 11.3.9.5. All proposed development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the City, in consultation with CN.
- 11.3.9.6. The City may require, development applicants to undertake, noise and vibration studies, prepared by qualified consultants, which address the potential impacts on development of the subway and associated bus terminal.
- 11.3.9.7. Where noise and vibration from development, including the development and operation of transit facilities, may have an adverse impact on Black Creek Pioneer Village, the City shall require the submission of noise and vibration studies prepared by qualified consultants and the implementation of appropriate mitigation measures.

11.3.10 Urban Design Policies

- 11.3.10.1. In addition to the policies of this Secondary Plan, the City may require, with development applications, the submission of detailed Urban Design Guidelines and a Streetscape and Open Space Master Plan prepared to the satisfaction of the City, to further illustrate and articulate the policies.
- 11.3.10.2. To provide flexibility in the design process, other comparable design arrangements that achieve the principles and objectives of this Secondary Plan, and are satisfactory to the City, may be utilized without amendment to this Secondary Plan.
- 11.3.10.3. Any Development Concept Reports or Phasing Plans that are required under Section 11.3.15 of this Secondary Plan are to illustrate how the policies of this Secondary Plan and associated guidelines are being addressed and can be addressed in both current plans and future phases of development.
- 11.3.10.4. Site Plan applications within the lands subject to this Secondary Plan will be reviewed taking into consideration matters relating to exterior design, including the character, scale, appearance and design features of buildings and their sustainable design.

Built Form

- 11.3.10.5. Buildings are to:
- a. define street edges, public spaces and, intersections;
 - b. face and have their main entrances onto a public street and sidewalk;
 - c. have their main entrance facing Steeles (where the buildings are located on Steeles Avenue);
 - d. be massed at an appropriate scale to ensure good sunlight, sky views, and wind conditions in streets, parks and open spaces, providing stepbacks as appropriate;
 - e. be sited and organized to achieve a harmonious relationship to the planned built form context through building massing and setbacks, roofline, profile, and scale;
 - f. be designed, where through-lots are provided, so that all elevations facing a street present active front elevations and fenestration;
 - g. address the street such that a continuous building façade along the street frontage and at corners is created;
 - h. be generally sited parallel to the public street and along the edges of parks and open spaces;
 - i. maximize ground floor coverage;
 - j. be sited and organized at-grade to enhance the public nature of streets, open spaces, and pedestrian routes, and so provide convenient access for pedestrians to public transit;
 - k. have their main entrance oriented and connected directly to the public sidewalk, flush with grade and where possible, located close to on-street parking; this applies in particular for each commercial use located at grade;
 - l. each building shall have its own lobby and entrance adjacent to the street;
 - m. be sited and organized so that principal windows and walls are separated to ensure adequate light, view and privacy; light, view and privacy setbacks should be proposed, to regulate the design of building facing conditions; and
 - n. overlook all streets, parks and publicly accessible open spaces with active building faces, in order to provide “eyes-on-the-street”.
- 11.3.10.6. All commercial and residential buildings shall have windows fronting onto the public street system. In recognition of the role that windows play in providing a visual connection between the building and the outside environment, it is important that appropriate glazing materials be used. Glazing materials shall generally allow for the transmission of light and views between the outside and inside of the building, and shall not be opaque.

- 11.3.10.7. The built form of development in the vicinity of Black Creek Pioneer Village shall be sensitive to its “sense of place” and views from the Village. The City will require view studies from strategic locations within the Village to determine if measures (in addition to the 6-storey height limit), such as setbacks, angular planes and landscaping, should be applied to development.

Heights, Setbacks, Build-to Lines and Built Frontage

- 11.3.10.8. The following policies apply respecting the height of buildings:
- a. Maximum building heights shall be established in the zoning by-law and shall not exceed the height limits identified on Map 11.3.A.
 - b. Where additional levels of underground parking are provided for office uses beyond the one level required by Policy, 11.3.11.17.k, the maximum permitted height of the building containing the office use shall be increased by one storey for each additional level of underground parking.
 - c. The zoning by-law may establish maximum heights lower than those identified on Map 11.3.A for buildings or portions of buildings adjacent to parks and streets to address impacts related to shadows, wind and sky views.
 - d. The tallest buildings should be located on the corners closest to the subway station, and fronting onto Steeles Avenue.
 - e. Buildings fronting Steeles Avenue shall be a minimum of 13 metres in height (4 storeys).
 - f. Buildings greater than 6 storeys shall have a 3-6 storey podium.
- 11.3.10.9. The following policies apply respecting Setback Areas:
- a. The area between the building wall and the public right-of-way is to serve as the transition zone between the public and private realms, and constitute an important social and visual element of the street image.
 - b. In the case of residential development, the semi-public space creates a “buffer zone” between the public and the private domains, which enhances the visual appearance of the street edge and provides outdoor spaces for casual social interaction. Planted and constructed elements in the setback - low hedges, trees, masonry and decorative metal fences and gates - should be designed to provide a transition from the public sidewalk to the finished floor level of adjacent residences.
 - c. In the case of mixed-use retail/residential or retail/office buildings, the space between buildings and the street shall act as a connecting link between the public

realm and the private realm, and provide for generous pedestrian amenity space, and may include benches and outdoor cafes.

- d. Driveways and parking spaces are not permitted between buildings and the street.
- e. The minimum setback for residential buildings fronting the east-west road shall be 5 metres; the minimum setback for non-residential buildings fronting the east-west Road shall be 3 metres.

11.3.10.10. The following policies apply respecting Build-to Lines:

- a. In addition to providing a 'connecting link', a consistent building setback will be provided to give a sense of definition and containment to the street.
- b. Build-to lines shall be established in the zoning by-law for all buildings along Steeles Avenue and the north-south local roads.
- c. Build-to lines require buildings to locate at the build-to line by setting both a minimum and maximum setback.
- d. Buildings fronting Steeles Avenue, east of Murray Ross Parkway, and buildings fronting the north-south local roads shall have a build-to line a minimum of 3 metres and a maximum of 6 metres from the property line, or an equivalent identified distance from the curb of the travelled lanes of the street on which the building fronts, as illustrated in Figure 11.3.A.
- e. Buildings fronting Steeles Avenue, west of Murray Ross Parkway, shall have a build-to line a minimum of 9 metres and a maximum of 12 metres from the property line, or an equivalent identified distance from the curb of the travelled lanes of the street on which the building fronts.

11.3.10.11. The following policies apply respecting Minimum Built Frontage:

- a. A street wall or the part of the building that is closest to the public street provides important spatial definition and a sense of enclosure for that street. This is critically important along the pedestrian and transit oriented corridors of Steeles Avenue and the local north-south streets.
- b. The minimum built frontage requires a portion of each building façade and ultimately of each entire property to be located within the build-to line zone and will be further implemented through the zoning by-law.
- c. At least half (50%) of the property frontage along Steeles Avenue and the north-south streets shall have a building setback within the build-to zone.

Building Massing

- 11.3.10.12. Angular planes, which require upper storeys of buildings to be set back further than the maximum setback or build-to line, may be established in the zoning by-law to ensure that direct sunlight reaches sidewalks and open spaces at most times of the year. Rear angular planes may also be established to provide a transition and mitigate impacts between high-rise and low-rise development.
- 11.3.10.13. In order that appropriate spacing is achieved between buildings on the same block, minimum light, view and privacy setbacks shall be established in the zoning by-law.
- 11.3.10.14. The dimension of new buildings generally should be limited to fifty (50) metres in either direction, in order to encourage street-related development with open courtyards in the center of the block, to reinforce pedestrian routes, mews and other forms of public open space, and to provide a fine grain of development. The façades of long buildings should be articulated with vertical recesses and architectural treatments for visual interest and to support a fine grain of development.
- 11.3.10.15. The advantages of better visibility, light and view, make corner sites good locations for landmark buildings. Corner sites are consequently often occupied by prestigious or civic buildings. Corner sites and intersections will play particularly significant roles in defining landmarks and activity nodes and in making improved connections at signalized intersections of Steeles Avenue across to York University. It is important that the treatment of corner sites be carefully considered throughout the Secondary Plan.
- a. Corner buildings should enhance intersections with well-articulated and prominent building facades that face both Steeles Avenue and the north south streets and which are visually different from adjacent development.
 - b. Corner buildings are ideal locations to meet the maximum density, height and massing provisions of this Secondary Plan; in the Transit Core and along Steeles Avenue, generally they should not be less than 6 storeys.
 - c. Corner buildings shall have their entrances at the corner.
- 11.3.10.16. Mechanical penthouses shall be integrated into the design of the building. Tall buildings should include “sculpted” roof tops to avoid box-shaped building forms and create visual interest. An interesting architectural feature/treatment shall be added to all rooftops of all buildings of eight storeys or more to avoid box-shaped building forms. Variation

and articulation in the building mass including horizontal and vertical setbacks, such as setbacks at the upper storeys, shall be established in the implementing zoning by-law.

11.3.11 Pedestrian Realm

- 11.3.11.1. The grid of local streets and associated public or private open spaces shall provide the framework for the development of pedestrian realm in the Corridor.
- 11.3.11.2. The pedestrian realm as provided through streetscaping within the right-of-way is conceptually identified in Map 11.3.C.
- 11.3.11.3. Sidewalks on both sides of all streets shall form a connected system of optional routes to provide pedestrians access to the subway station.
- 11.3.11.4. The Steeles Avenue streetscape along with key buildings or facilities shall be designed to signal the importance of this urban corridor for pedestrians.
- 11.3.11.5. Parking, servicing, mechanical equipment and automobile drop offs are to be located in a manner that has a minimal physical impact on public sidewalks and accessible open spaces. Shared driveways and service courts at the side and rear of buildings are to be provided for these functions. Parking ramps to structured parking should occur within the building.
- 11.3.11.6. To promote the comfortable pedestrian use of streets. parks and open spaces, development shall provide:
 - a. well-designed, coordinated streetscape improvements, including trees, pedestrian-scale lighting, special paving and street furniture on sidewalks, boulevards and important pedestrian and publicly accessible open spaces;
 - b. appropriate landscape treatments, including trees and lighting, throughout parking lots and along their edges, in order to improve the appearance of the lots and along the edges, contribute to the visual continuity of the street edge, mitigate the heat island effect, and encourage the safe use of these spaces;
 - c. high-quality, usable open spaces which are physically and visually linked to streets, parks and mid-block pedestrian routes;
 - d. appropriate pedestrian weather protection at the transit station, along Street 'C', and in the Transit Core generally;

- e. buildings with primary entrances, transparent windows and signage facing the street; and,
- f. barrier-free design of buildings, streets and publicly accessible open spaces.

Courtyards

- 11.3.11.7. Courtyards will be formed in many of the commercial, residential and mixed-use blocks. Their principal role will be to provide on-site, at-grade open space amenity for occupants of that block. The functional and spatial characteristics of the courtyard vary depending on building typology and size of the block.
- 11.3.11.8. Development applications and/or Development Concept Reports will be expected to present coordinated design concepts for courtyards that provide appropriate grading, pedestrian and landscape facilities, and coordinated servicing and automobile access to maximize usable landscaped open space.
- 11.3.11.9. To be most effective, courtyards should have a unified landscape design to ensure that gardens and play areas on individual sites can be shared with those living or working on the block as a whole.

Grade-related Uses

- 11.3.11.10. In the entire Corridor, the provision of community services, restaurants, cafes, stores and display windows, etc. at grade are encouraged, as they provide visual interest, support the use of sidewalks and transit, promote retail continuity and viability, and contribute to a safer and more vibrant pedestrian and transit-supportive environment.
- 11.3.11.11. Buildings in the Transit Core and Transit Transition areas generally shall contain active uses along most of their street frontages, such as shops, restaurants, personal and business services, professional offices, front lobbies, and meeting, recreation, or activity rooms.
- 11.3.11.12. Ground-floor uses will over time change to adapt to a variety of urban community needs; as a result, the floor-to-ceiling height of ground floors for all buildings on Steeles Avenue and on Street 'C' in the Transit Core and other main north-south streets, should be a minimum of 4-5 metres.

- 11.3.11.13. The entrances to ground-floor commercial uses shall be flush with the public sidewalk.

Mid-Block Connections

- 11.3.11.14. The provision of public, or publicly accessible privately-owned spaces are encouraged on individual sites in order to complement the public open space system. These will be provided on an incremental and coordinated basis as development occurs.

- 11.3.11.15. Development on each block identified on Map 11.3.A shall include continuous mid-block local streets, lanes, and/or pedestrian connections running east-west and north-south;

- 11.3.11.16. Other mid-block connections are encouraged that:
- a. are wide enough to safely serve the designed function;
 - b. are designed as pedestrian landscaped mews, and lit, landscaped and maintained for public use;
 - c. provide a fine grain of pedestrian circulation and an important connection between streets; and,
 - d. lead to the subway station and other public destinations such as the open space valley system to the west.

Parking, Service Entrances, Loading Areas, Utilities

- 11.3.11.17. In order to reinforce streets as primary public spaces, the location of parking and service entrances need to be carefully considered.
- a. Parking and service entrances should have the least possible impact on the streetscape and public open spaces.
 - b. No parking, driveways, lanes, aisles or loading areas will be permitted between buildings and the public sidewalk along Steeles Avenue and the north-south local roads.
 - c. Large surface parking areas are generally discouraged.
 - d. Surface parking areas shall generally be located behind buildings fronting onto Steeles Avenue.
 - e. Limited side yard parking may be permitted.
 - f. Surface parking should be set back 3 metres from the property line or behind the building line along the local north-south road.
 - g. Setback areas should be substantially landscaped in order to continue to define the street edge and provide safety and amenity for pedestrians.

- h. Where surface parking is provided beside buildings located on Steeles Avenue and the north-south local roads, low walls and landscaping should be used to continue the visual street wall along the right-of-way.
- i. Where surface parking is provided, the visual impact shall be mitigated with significant landscaping and pavement treatments including landscape materials, trees and lighting throughout parking lots and along the edges. Attractive fences and generous landscaping between parking and adjacent residential uses should be provided.
- j. Parking is encouraged to be located below grade or in above-grade structures in particular where density is highest around the subway station.
- k. Office uses shall include a minimum of one level of underground parking.
- l. All parking for residents in apartment buildings shall be provided underground.
- m. Entrances to below grade or structured parking and service areas should occur within the building.
- n. Structured or below grade parking should be considered in the context of Development Concept Reports and Phasing Plans in terms of shared parking, parking ramps and loading bays.
- o. Above-grade parking garages in the Transit Core should be faced with active uses on the street, and all parking structures should be designed as buildings, with architectural treatments in keeping with design of adjacent buildings.
- p. Service entrances are not permitted on Steeles Avenue but should occur off of the local north-south streets, mid-block local streets or service lanes to the side or rear of buildings.
- q. Service entrances should be consolidated with adjacent development wherever possible.
- r. Loading areas are not permitted in any yard facing a street, unless they can be adequately screened from view, to the satisfaction of the City. The location of loading areas will be controlled in the zoning bylaw.

11.3.11.18. The following shall apply to utilities:

- a. When determining block layout, consideration should be given to the location of utilities away from and not within view of the public right-of-way.
- b. Utilities should be clustered to minimize visual impact, and located on or within buildings where possible.
- c. Utilities should generally be located within buildings or on the side of buildings and

- where they are easily accessible by the utility service provider.
- d. Utilities shall not visually detract from the building treatment.
 - e. Large, above-ground utility infrastructure should be located and designed to be compatible with its environment and innovative methods of containing utility services on, or within streetscape features, such as gateways, lamp posts, or transit shelters, should be considered when determining appropriate locations for large utility equipment and utility cluster sites.

Signage

- 11.3.11.19. An area-specific sign by-law shall address the following:
 - a. Signage should provide a high level of clarity, visibility and visual interest with minimal visual clutter, and complement the building architecture in its scale, materials, consistency and design,
 - b. Building signage should be top-lit, or lit-letter; back-lit box signage is prohibited.
 - c. Pylon signage is prohibited; signage shall be incorporated onto the building.
 - d. Signage lighting should adhere to Vaughan's draft Exterior Lighting Guidelines.

Lighting

- 11.3.11.20. The design and provision of lighting should adhere to the policies set out in the draft "City of Vaughan Exterior Lighting Guidelines" July 30, 2004 (or any other lighting policy document that supersedes this), with reference to the Local City Centre-Lighting District, Light Zones 1-4 and Lighting Quality Classes 3, 5 and 6.
- 11.3.11.21. The impacts of lighting from new development, particularly from commercial uses and parking lots, on adjacent properties and on Black Creek Pioneer Village in particular, shall be minimized.

Streetscaping

- 11.3.11.22. High quality streetscaping is fundamental to the creation of attractive, pedestrian-friendly streets. The Secondary Plan Area is envisioned as an intensively developed urban place with a high concentration of residents and employees. To ensure that it can fully achieve the intended vision, a cohesive approach to the treatment of the streetscapes on all streets is crucial.
- 11.3.11.23. Steeles Avenue will play a particularly important role as the primary 'face' of

development, and will be subject to special treatment on both sides. Steeles Avenue is identified in the City of Toronto's draft Streetscape Manual as a Green Street/Scenic Street. To complement the intended treatment on the south side, a similar level of high quality streetscape treatment is required along the north side of Steeles Avenue, and in particular, on the frontage facing Black Creek Pioneer Village, as well as along Jane Street.

- 11.3.11.24. Other roads within the Secondary Plan Area also have important roles to play. The new major east-west road will become a major thoroughfare for private autos and transit vehicles. The parallel local east-west road will facilitate pedestrian and bicycle traffic within the Secondary Plan Area. The north-south roads will provide connecting links from the Secondary Plan Area to and across Steeles Avenue. The important functions of each of these roads will be facilitated and enhanced by appropriate high quality streetscape treatment.
- 11.3.11.25. The following streetscaping policies shall apply:
- a. Public realm conditions should support year-round and day and night activities.
 - b. Streetscape improvements, linked by a common theme and selection of materials, shall be made to both sides of each street to enhance the identity of place, pedestrian comfort and safety. A detailed streetscape plan will need to be developed in consultation with the City of Toronto and York University. Streetscape improvements shall include:
 - i. Paving and soft landscaping;
 - ii. Street furniture;
 - iii. Pedestrian-scale and street lighting; and
 - iv. Signage.
 - c. Mature trees within the public and private realm shall be preserved wherever possible. A tree preservation plan must be submitted with all development or redevelopment applications.
 - d. Soft landscaping shall be maximized and hard surfacing minimized, with the exception of well-designed and planted plazas, forecourts, patios, and streetscapes associated with Steeles Avenue.
 - e. Public spaces shall be designed to be inviting to the public, well lit, of a comfortable pedestrian scale, and complementary to the architecture of adjacent buildings.

- f. High-quality public realm elements such as railings, pedestrian lighting and tree pits shall be provided; and
- g. The pedestrian environment and connections both in the public realm (e.g., streets and sidewalks) and within the private realm shall be improved in the following ways:
 - i. Provide for public safety and comfort through a co-ordinated sidewalk and street furniture program, including adequate lighting (with reference to the City of Vaughan Draft Outdoor Lighting Design Guidelines), seating, wind and rain protection, bicycle parking, and enhanced and identifiable pedestrian crossing points;
 - ii. Provide additional planting of street trees and plantings on private lands;
 - iii. Ensure proper maintenance of public and private walkways; and
 - iv. Provide secure bicycle parking in commercial, public open space and public transit areas.

11.3.12 Transportation Policies

- 11.3.12.1. The intent of the transportation system is to provide an integrated, multi-modal transportation network for all residents and businesses that is safe, convenient, affordable, efficient, energy conserving, and minimizing in environmental impacts.
- 11.3.12.2. The arterial, primary and local right-of-ways in the Corridor shall form a connected system to serve all parts of the Corridor and allow pedestrians, public transit and private vehicles a multiple choice of routes.
- 11.3.12.3. The early establishment of the east-west primary road is critical to the implementation of this Secondary Plan.
- 11.3.12.4. The establishment of the TTC Spadina Subway Extension from Downsview Station through the Steeles Corridor is important to the ultimate achievement of the land use vision.

Transit

- 11.3.12.5. The Region of York has acquired the property on Schedule B at the northwest corner of Street C and Steeles Avenue, for the development of a transit terminal. Within the ORC/Hydro One corridor that extends along the north side of this plan exists the

potential for a parking facility that could accommodate up to 3,000 cars. York University is already a significant transit node served by many transit services and it is expected that the Corridor land uses will intensify as the transit service levels increase, and the road network is fully developed. The land uses provided for in this Secondary Plan are premised upon and support the existing and planned road and transit network.

- 11.3.12.6. The preferred location for the Steeles West Station has been identified through the EA process. An enlargement or minor shift in the transit station location and a corresponding adjustment in the land use designations of this Secondary Plan may occur without an amendment to the Secondary Plan.
- 11.3.12.7. It is a major objective of the City to increase transit ridership and the transit modal split within the entire City of Vaughan and, in particular within this Secondary Plan Area. To achieve this objective, the transit network within the Corridor will provide opportunities for regional and inter-regional transit routes and facilities, including connections to:
- a. the TTC subway and bus network, including potentially bus rapid transit facilities as a precursor to the subway extension;
 - b. the Vaughan Metropolitan Centre and the York Region Rapid Transit corridor in the Highway 7 corridor to the north, in the initial phase via prioritized 'Quick Start' bus service, evolving to a dedicated bus rapid transit route, and ultimately, to a subway.
 - c. the proposed Transitway stations within the Highway 407 corridor;
 - d. existing, proposed and potential GO rail station sites and GO bus stops; and,
 - e. to the local transit system along Steeles Avenue, Keele Street, and Jane Street.
- 11.3.12.8. The City will take into account the requirements for a comprehensive and interconnected public transit network by ensuring that all development applications fully consider short and long-term transit opportunities.
- 11.3.12.9. The internal road network shall be continuous such that it is conducive to the efficient routing of public transit and provide the maximum possible service coverage.
- 11.3.12.10. The City shall encourage the increased use of public transit by requiring transit supportive urban design, retaining rights-of-way for off-street bus loops, as well as providing for bus shelters and bus stop locations. Improvements to the public transit

network, based on the existing system of roads, should be initiated immediately, and continue as necessary to meet the needs of development as it proceeds.

- 11.3.12.11. Inter-regional, regional and local transit routes should converge in a coordinated manner within the Corridor, and transit stops shall be established at appropriate locations.
- 11.3.12.12. To promote transit use, optimize land use, create comfortable pedestrian environments and achieve other urban design objectives of this Secondary Plan, the integration of transit facilities with development is strongly encouraged. Direct connections between the subway station and adjacent development should be provided where feasible. Below-grade and surface transit facilities should be designed to permit commercial and/or residential development on the same site.

Road network and road allowances

- 11.3.12.13. The grid network of local and primary road rights-of-way illustrated on Map 11.3.B is fundamental to the efficient functioning of the Corridor transportation network. Minor modifications to the alignment of primary roads on Map 11.3.B are permitted without amendment to this Secondary Plan, provided the principle of a grid network is maintained.
- 11.3.12.14. A more refined grid network of public streets than identified on Map 11.3.B will be considered in preparing and reviewing development applications and Development Concept Plans.
- 11.3.12.15. The road network is comprised of arterial roads (Steeles Avenue, Jane Street, Keele Street), the primary east-west road, six (6) local north-south roads, and laneways. Map 11.3.B identifies the major road network. The right-of-way widths for the various roads are generally as follows:
- a. east-west primary road - up to 26 metres;
 - b. local roads(with transit) - 23 metres;
 - c. local roads(without transit) - 20 metres;
 - d. mid-block local roads up to 17.5 metres; and,
 - e. laneways, where necessary - 7.5 to 8 metres.
- 11.3.12.16. The road allowance widths identified in this Secondary Plan are approximate and relate to the structural right-of-way width for a fully urbanized cross-section. In certain cases, widening of existing roads to the ultimate road allowance width shown may not

be required. In some cases the right-of-way may need to be wider to accommodate engineering and/or design requirements.

- 11.3.12.17. The Figures in this Secondary Plan illustrating the right-of-way and streetscape typologies are conceptual. Final right-of-way requirements and the design of road surfaces, utilities, sidewalks, daylight triangles, boulevards, etc., will be determined during the review of development applications.
- 11.3.12.18. When public transit routes have been finalized, they will be located on roads with a minimum right-of-way of 23 metres to accommodate transit vehicles, even if the road is identified as a 'local road'.
- 11.3.12.19. It is a requirement of this Secondary Plan that all roads identified within the Corridor shall be built and maintained to an operational standard satisfactory to the City, and shall provide for permanent public access for traffic through the Corridor at locations satisfactory to the pertinent authorities.
- 11.3.12.20. Local and primary road rights-of-way shall be identified in all approved plans within the Corridor, and shall be conveyed to the municipality as a condition of approval of draft plan of subdivision, prior to the registration of the plans. Alternatively, the City may in the subdivision agreement permit private roads designed and built to City standards with a public easement that conveys the road to the City at no cost, any time in the future the City deems necessary.
- 11.3.12.21. No plan shall be approved which permits the construction of any structure on a local or primary road right-of-way identified on Map 11.3.B. Road allowances reserved or conveyed to the municipality may be used on a temporary or permanent basis for parking purposes at the sole discretion of Council.
- 11.3.12.22. The road network within the Corridor shall recognize natural and built constraints and shall form a continuous and interconnected grid pattern, integrated with the planned road network on surrounding lands. The City will work with the Region of York, City of Toronto and York University in implementing the north-south local road network, so that the connections identified in the Secondary Plan align with pedestrian and vehicular connections to the south of Steeles Avenue.

- 11.3.12.23. The City may implement laneways or other similar traffic calming and traffic control measures subject to the evaluation of functional, operational and financial issues associated with their use.
- 11.3.12.24. Every street shall be designed to accommodate street trees to give streets a unity of form and shade for pedestrians.
- 11.3.12.25. Individual and direct vehicular access to Steeles Avenue shall not be permitted.
- 11.3.12.26. The use of cul-de-sacs shall generally be prohibited.
- 11.3.12.27. Development shall allow for the establishment of a continuous secondary east-west connection for pedestrians, cyclists and, through most blocks, vehicles, as conceptually shown on Map 11.3.B.

Arterial Road Network

- 11.3.12.28. Steeles Avenue is under the jurisdiction of the City of Toronto, and is also identified in the York Regional Official Plan as a Regional Corridor. The treatment of the road allowance is extremely important to the overall character of the Secondary Plan area.
- 11.3.12.29. The City of Toronto with respect to Steeles Avenue, and The Region of York with respect to Jane Street and Keele Street, shall be encouraged to modify the role and function of the arterial roads from that of a single use transportation corridor, to that of a multipurpose urban street and pedestrian and transit supportive place.
- 11.3.12.30. To allow for pedestrian access across Steeles Avenue, signalized intersections are encouraged.
- 11.3.12.31. Arterial road widenings may also be required to implement the streetscaping elements identified in this Secondary Plan. Where necessary, these widenings shall be conveyed to the Region of York or City of Toronto as a condition of approval of draft plan of subdivision, prior to the registration of the plans. Alternatively, the Region or the City of Toronto may, in the subdivision agreement, permit streetscaping that is designed and built to these standards to be provided on a public easement that retains the streetscaping function on the private lands.

- 11.3.12.32. The City of Vaughan will work with the City of Toronto, York University, and York Region towards the implementation of an enhanced streetscape on Steeles Avenue, Jane Street and Keele Street as the Corridor develops over time.
- 11.3.12.33. Given its dominant length and impact on the function and character of the entire Corridor, the potential treatment of Steeles Avenue is illustrated below in Figure 11.3.A.

Primary East-West Road

- 11.3.12.34. The continuous east-west primary road is a critical transportation connection to serve transit and road network needs, and therefore support access to and from the land uses in this Secondary Plan. The east-west primary road is to enable traffic flow through and around the Corridor and reduce the already considerable congestion on the Steeles/Jane and Steeles/Keele intersections. This Secondary Plan establishes the principle and process for securing the east-west primary road.
- 11.3.12.35. The east-west road is to be established as early as possible as a continuous road, and in the initial phase of all development.
- 11.3.12.36. The east-west primary road is to be located to the greatest extent practicable, in the lands owned by the Ontario Realty Corporation (ORC) and being leased to Hydro One. Figure 11.3.B illustrates the preferred option of using at least 10 metres of the Hydro Corridor for the east-west primary road right-of-way. The detailed location, design and geometries of this road will need to be addressed as part of an Environmental Assessment and will need the approval of ORC and Hydro One. The connections of this east-west road to Jane Street and Keele Street are to ultimately be fully signalized intersections.
- 11.3.12.37. Until the scale and precise location of the east-west primary road is approved by ORC, the City will secure a right-of-way, easement, or reserve of up to 26 metres wide as part of all development applications. The easement or reserve is to be located at the northern limit of the private lands abutting the Hydro Corridor. Once the necessary right-of-way in the Hydro Corridor is secured, all excess right-of-way will be returned to private landowners to further facilitate development in the area. Until the east-west road is established, the easement or reserve may be used for driving aisles and/or parking but not for the location of buildings.

- 11.3.12.38. Pedestrian streetscape amenities within the east-west primary road are to focus on the south side of the east-west primary road.
- 11.3.12.39. Connections should be made from the east-west primary road to the Community/Multi-use Recreational trail identified in the draft Pedestrian and Bicycle Master Plan Study (2004).
- 11.3.12.40. The potential treatments of the east-west primary road, both using and not using the corridor respectively, are illustrated below in Figure 11.3.B and Figure 11.3.C. Localized widening may be required to accommodate exclusive left-turn lanes and may be secured without amendment to this Secondary Plan.
- 11.3.12.41. Developers shall be financially responsible for the portion of the primary east-west road required on existing private lands that are subject to an application for plan of subdivision. Alternatively, the City may consider other arrangements that result in the costs of this portion of the road being distributed among multiple landowners, including public agencies.
- 11.3.12.42. Residential uses on the south side of the east-west primary road should provide a minimum 5 metre landscaping buffer.

Local North-South Road Network

- 11.3.12.43. The alignments of the local north-south road connections are to establish logically sized and configured development blocks, appropriate signal spacing, and integration with pedestrian routes, roads, and/or driveways to the south of Steeles. Generally, the north-south local roads shown on Map 11.3.B are to align with signalized intersections and connect to the pedestrian and/or road system on York University's lands.
- 11.3.12.44. The roads shown on Map 11.3.B on the south side of Steeles Avenue are conceptual only. York University and the City of Toronto are encouraged to establish over time a grid network of streets on the south side of Steeles Avenue aligned with the planned grid on the north side, to service development and facilitate movement by all modes of transportation. If it is not practical or desirable to extend all of the north-south roads south of Steeles Avenue, the roads on the north side still will be required. Signalized pedestrian connections to the south side of Steeles- Avenue are to be implemented in accordance with this Secondary Plan. The City of Vaughan will work with the City of

Toronto and York University to coordinate the specific alignments and connections of the local north-south road connections to Steeles Avenue.

- 11.3.12.45. Local north-south roads shall be designed to provide high levels of pedestrian amenity and connections while providing adequate accommodation for cars and transit vehicles.
- 11.3.12.46. Street 'A' is to be aligned opposite Murray Ross Parkway to the south, and is to occur as part of the major redevelopment of lands to the north of Steeles Avenue, and not as part of the expansion of the existing use.
- 11.3.12.47. As part of the location of the Transit Station, Street 'C' is to be aligned opposite North West Gate to the south of Steeles Avenue in York University.
- 11.3.12.48. Founders Road shall be extended north to intersect with the new east-west road in conjunction with development of the adjacent lands or when required for the purposes of traffic management in the area.
- 11.3.12.49. The other road connections to Steeles Avenue (Streets 'B', 'D', 'F' and 'G') may shift slightly east or west from the locations identified on Map 11.3.B, and, an early determination of the precise locations of these streets is strongly supported by this Secondary Plan.
- 11.3.12.50. As a potential bus transit route, one of the local north-south Streets may need the ability to accommodate transit vehicles and therefore provide a right-of-way sufficient to accommodate transit vehicles. This Secondary Plan supports such a route and will accommodate the required right-of-way.
- 11.3.12.51. The potential treatments of the local roads, both with transit and without transit, are illustrated below in Figure 11.3.D and Figure 11.3.E.

Bicycle Network

- 11.3.12.52. The development of all roads shall include safe, convenient and attractive facilities for cyclists.

- 11.3.12.53. The Pedestrian and Bicycle Master Plan has identified the potential need for a Community/Multi-use Recreational Trail extending from Jane Street to Keele Street in the Hydro Corridor and two pedestrian and bicycle north-south connections between Jane and Keele Streets. These links, shown on Map 11.3.B, will facilitate continuity of the City-wide pedestrian and bicycle network, north-south movements across Highway 407, and provide an alternative to the busy streets of Jane and Keele.
- 11.3.12.54. The Recreational Trail within the Hydro Corridor should:
- a. be developed as a dedicated corridor/bicycle lane as part of, or adjacent to, the final alignment of the east-west primary road right-of-way;
 - b. have convenient and direct access to the Transit Station through incorporation of a dedicated bicycle lane in Street 'C';
 - c. be linked to York University, potential bus stops, and sites in the Secondary Plan area via the north-south local streets and other midblock connections;
 - d. connect to the City of Toronto's bike route on Murray Ross Parkway, and potentially to a Steeles Avenue off-street bike route west of Keele Street.
- 11.3.12.55. An adequate supply of secure bicycle parking shall be provided at the subway station, near bus stops, in urban squares, and in other high activity areas.

Parking

- 11.3.12.56. Transit-supportive parking standards shall be established for the Corridor through a City-initiated zoning by-law amendment based upon a City-initiated parking study, or on an application-specific basis with a supporting parking study. Reduced parking standards may be phased in over time as the target densities in the Secondary Plan are achieved. To encourage transit use and discourage an oversupply of parking, maximum parking standards will be established for the Corridor.
- 11.3.12.57. Sharing of parking in mixed-use developments will be encouraged within the Corridor, subject to evaluation by the City.
- 11.3.12.58. On-street parking may be permitted, and spaces provided on either the local, east-west primary or arterial roads may be credited towards the parking provided on-site as long as the peak roadway demands and functions are not significantly compromised.

Travel Demand Management

- 11.3.12.59. The City will actively work with the Region, Smart Commute North Toronto, Vaughan, and with developers, owners and tenants in the Corridor to develop, implement, facilitate and promote measures to increase the use of transit, cycling and walking, and reduce the use of low occupancy automobiles for trips, particularly trips to and from work. These measures may include:
- a. promoting the use of public transit by employees;
 - b. promoting measures to foster higher vehicle occupancy;
 - c. assisting in organizing and promoting car pooling;
 - d. giving priority parking space assignments and/or reduced rates for car pool participants;
 - e. varying hours of work to reduce peak hour loads;
 - f. participating in a Transportation Management Association; and,
 - g. giving priority parking space assignments or reduced rates for low and non-polluting motor vehicles such as electric cars, as they become available to the general market; and/or, other measures that may be identified.
- 11.3.12.60. Measures to support transit use, such as maximum parking standards, priority signaling, shared parking arrangements, public parking structures, and “paid parking only” strategies, may also be required.
- 11.3.12.61. Traffic Impact Studies submitted in support of development applications shall identify and assess proposed Transportation Demand Management Strategies. The recommendations of these studies shall include the method of implementing the travel demand management program for the proposed development.
- 11.3.12.62. Traffic Impact Studies submitted in support of development applications are required to review background traffic growth generated by the York University campus.

Transportation Improvements

- 11.3.12.63. Full implementation of this Secondary Plan requires the following improvements to the transportation system:
- a. Region of York:
 - i. construction of the road widenings for Keele Street and Jane Street
 - ii. construction of a transit station and dedicated bus rapid transit lanes connecting north to the Highway 7 corridor

- iii. construction of the subway station and connection to the Vaughan Metropolitan Centre and Highway 7 Rapid Transit corridor.
 - b. City of Toronto:
 - i. streetscaping improvements to Steeles Avenue including the centre median
 - c. City of Vaughan:
 - i. construction of the north-south road connection to Snidercroft Road
 - ii. construction of the easterly extension of the east-west primary road east of Keele Street and south to Steeles Avenue.
 - d. Region of York/City of Vaughan:
 - i. Securing and construction of the continuous east-west primary road connecting from Keele Street to Jane Street.
 - e. City of Vaughan/City of Toronto/York University
 - i. the alignment of the north-south local roads with driveways, roads or pedestrian connections on the south side of Steeles Avenue.
- 11.3.12.64. It is the policy of Council to assist the Region of York and City of Toronto in protecting and obtaining lands required for the rights-of-way and for the widening of roads for the provision of public transit services through the development approval process.
- 11.3.12.65. Where lands have been identified as required for the construction of the local and primary road network, and where such lands are the subject of a development application, it is the policy of Council to require the dedication of such lands before permitting the development of the site. Alternatively, lands may be provided in accordance with policies in Section 11.3.12.20.
- 11.3.12.66. From time to time, at the discretion of Council, lands for planned road or transit improvements may be directly purchased or expropriated by the City, in order to foster the planned and orderly development of the Corridor. It is Council's intention that the funds for such acquisition of land and for the construction of planned road or transit improvements be provided to the greatest extent practical through a charge against development in the Secondary Plan and/or the City and/or the Region under the provisions of the Development Charges Act, or by other means available to the City.
- 11.3.12.67. To enable the development of the Secondary Plan to proceed as expeditiously as possible, it is Council's intention that the planned transportation improvements be

reflected in the capital works forecasts and any Development Charges By-law, in such a fashion as to permit development without delay. As such, the City will urge other levels of government to proceed likewise in circumstances where the jurisdiction for a transportation network improvement is not with the City. The specific need and timing for these improvements will be determined based on the monitoring program set out in Section 11.3.16 of this Secondary Plan.

11.3.13 Environmental And Servicing Policies

- 11.3.13.1. Development shall recognize the significance of the Black Creek valley system to the health of the local and regional environment. Impacts on the valley system and the larger Black Creek watershed shall be managed following best practices in sustainability. Impacts from development in the Secondary Plan Area on downstream water quality shall be positive or neutral.
- 11.3.13.2. The use of permeable materials for parking areas is encouraged.
- 11.3.13.3. The design of rooftops and parking areas should minimize the heat island effect, through rooftop gardens, green roofs and the planting of shade trees between parking aisles.
- 11.3.13.4. Streetscaping shall include irrigation systems for street trees where appropriate and feasible.
- 11.3.13.5. The City shall support and encourage the development of district energy, heating and cooling systems.
- 11.3.13.6. Solar power shall be considered for street lighting.
- 11.3.13.7. The City may require that development applications include a Sustainability Plan. Sustainability Plans shall consider the following techniques to reduce stormwater runoff, improve water quality and conserve energy:
 - a. rain barrels or cisterns to capture rainwater for reuse in landscape irrigation and other non-potable water applications;
 - b. vegetated swales to filter and detain stormwater;
 - c. porous surfaces for pathways, patios and parking lots to allow infiltration of stormwater;

- d. greywater systems that capture stormwater runoff and other greywater for reuse in toilets and industrial operations;
- e. the use of renewable energy sources for building systems and exterior lighting, such as solar, wind and geothermal;
- f. cogeneration, i.e., capturing and using heat from power generation;
- g. green roofs;
- h. other techniques encouraged by the policies of this Secondary Plan, and which may be identified by City staff.

Water, Wastewater And Stormwater Management Services

- 11.3.13.8. Development within the Secondary Plan Area shall be on the basis of the full forecasts of development within this Secondary Plan.
- 11.3.13.9. A comprehensive approach to addressing the servicing requirements of the Secondary Plan Area is needed. As these requirements must be addressed prior to consideration of development approvals, completion of the necessary studies is a priority. The City will undertake a study to comprehensively address the Secondary Plan Area's storm water management requirements. A Master Environmental Servicing Plan outlining preliminary functional water distribution, wastewater collection and stormwater management facilities, including designs and costs, will be prepared by the City in consultation with the Region, Toronto and Region Conservation Authority or, alternatively, by proponents to the satisfaction of the City, the Region and the Toronto and Region Conservation Authority as a condition of approval of development applications. The MESP should include a comprehensive storm water management strategy identifying the development-related storage requirements and storage locations, including innovative, sustainable water management practices (e.g., 'green roof' storage, underground storage).
- 11.3.13.10. Development may be phased to coincide with the availability of all the necessary services being available for development, subject to the Phasing Policies of this Secondary Plan Plan.
- 11.3.13.11. Stormwater management practices shall be designed and implemented to the satisfaction of the City and the Toronto and Region Conservation Authority, based on

overall stormwater management criteria for Steeles Avenue within this corridor. The overall Master Servicing Plan should include a comprehensive stormwater management strategy that sets out criteria for the entire area.

- 11.3.13.12. The integration of stormwater management and water recycling facilities in the design of buildings, open spaces and parking areas is encouraged. Where public stormwater management facilities, in addition to those identified on Map 11.3.C, are required, they shall be designed as accessible, park-like open spaces.
- 11.3.13.13. Development shall provide for the management of stormwater runoff, and the promotion of water quality treatment on a comprehensive watershed basis. On-site storage of stormwater (e.g. parking lots and rooftop controls) will also be considered as an option for the treatment of stormwater.
- 11.3.13.14. New infrastructure or improvements to existing infrastructure, including roads, sanitary and storm sewers, stormwater management facilities, municipal water and electricity supplies, required to serve proposed development shall be provided and paid for by the developer.

Utilities And Servicing

- 11.3.13.15. All utilities, including telecommunications, will be planned for and installed on a coordinated and integrated basis in initial common trenches, wherever possible, in order to be more efficient, cost effective and minimize disruption.
- 11.3.13.16. A comprehensive approach to address the servicing requirements of the Secondary Plan Area is needed. As these requirements must be addressed prior to consideration of development approvals, completion of the necessary studies is a priority. The City will undertake a Functional Master Servicing Strategy Report and a Traffic Impact Study to comprehensively address proposed development within the Secondary Plan Area in terms of the servicing and transportation infrastructure requirements for the Secondary Plan Area.

11.3.14 Administration

- 11.3.14.1. The policies contained in this Secondary Plan shall apply to the lands shown on Map

11.3.A as the Steeles Corridor -Jane to Keele - Secondary Plan Area. Except as otherwise provided herein, the policies of this Secondary Plan shall supersede any other policies as contained in Chapters 1 through 10 and 12 of the Official Plan.

- 11.3.14.2. In respect of the lands located at the northeast corner of Jane Street and Steeles Avenue, which are subject to Amendment No. 454, as amended by OPA No. 481, the policies of Sections 4.2.3.f) (Regional modification No.4) and 4.2.3.g) (Regional modification No.5) of Official Plan Amendment No. 500 shall apply (With necessary modifications). In addition, the policies established by this Secondary Plan, as expressed in Section 3.2.3 and other relevant sections, also apply to the northeast corner of Jane Street and Steeles Avenue.

11.3.15 Implementation

- 11.3.15.1. A Steeles Corridor Coordinating Committee, including staff from the City of Vaughan, the City of Toronto and York Region, York University Development Corporation, Black Creek Pioneer Village, Hydro One, CN Railway Properties, UPS, TRCA and the various transit providers will be established to oversee and facilitate the coordinated implementation of the plans north and south of Steeles Avenue and address, on an ongoing basis, specific issues related to road and pedestrian connections, land use and built form compatibility, transit facilities, community services, noise and streetscaping.
- 11.3.15.2. The initiation and completion of an Environmental Assessment for the proposed east-west road adjacent to, and potentially within, the Hydro Corridor is a critical early step in implementing this Secondary Plan. Upon approval of this Secondary Plan, the City will initiate the EA in cooperation with Ontario Realty Corporation, the Region of York and the transit providers.

Development Concept Report And Phasing Plan

- 11.3.15.3. To provide a context for coordinated development, and to demonstrate conformity with the policies of this Secondary Plan, each development application, in particular those applications intended to develop over a number of phases, shall include a Development Concept Report, in accordance with policy 10.1.1.5, providing a detailed description of the proposed development, and the manner in which it addresses the policies of this Secondary Plan.

- 11.3.15.4. Within each block of the Secondary Plan, development applications should co-ordinate neighbouring development proposals in a mutually complementary fashion. Non-participating lands in the block shall be shown conceptually in the Development Concept Report and Phasing Plan.
- 11.3.15.5. Development shall be phased to provide for the orderly development of the Corridor and Secondary Plan Area, and to ensure the most efficient and economical use of existing and proposed infrastructure. The following phasing criteria shall be considered in the review of all development applications:
- a. the development contributes to, or can be appropriately integrated within the logical sequence of construction of all required sewer, water, stormwater and transportation facilities;
 - b. the development satisfies all requirements regarding the provision of parkland and other public facilities including streetscaping and landscaping;
 - c. traffic from the proposed development can be accommodated on the existing and planned road network, and,
 - d. phasing may be addressed through the appropriate use of the policies of this Secondary Plan respecting the application of the holding zone provisions of the zoning by-law.
- 11.3.15.6. As a component of the Development Concept Report, development applications shall provide a Phasing Plan, which:
- a. describes and illustrates how existing and proposed development can be incorporated into the site to achieve the full development potential of the site;
 - b. considers existing neighbouring uses and the potential need to buffer or stage particular uses;
 - c. identifies the public infrastructure and facilities required to serve the development, including water, sewer, stormwater management, roads, transit, parks and open spaces, and other community facilities and services, and their proposed phased construction; and .
 - d. describes the expected financial requirements for such public infrastructure, and the appropriate financial contributions from benefiting landowners.
- 11.3.15.7. Phases are to be based upon the existence of, or commitment to construct, the following infrastructure elements:

- a. Components of the local road network, including the continuous east west primary road;
- b. bus-rapid transit;
- c. the subway; and,
- d. public and community services.

Subdivision Control

- 11.3.15.8. Subdivision Control encompasses draft plans of subdivision/condominium, consents and part lot control exemptions.
- 11.3.15.9. To secure the related infrastructure improvements required, all new development in the Secondary Plan area shall, as part of its initial development application process, proceed by way of the subdivision approval process that includes the full extent of property ownership, and includes a Development Concept Report and Phasing Plan. Plans of subdivision/condominium shall only be draft approved which:
 - a. conform with the policies and designations of this Secondary Plan;
 - b. can be provided with adequate services and facilities as required by the policies of this Secondary Plan; and,
 - c. are not premature and are in the best interest of the municipality.
- 11.3.15.10. Policy 11.3.15.9 does not apply to extensions or expansions to existing uses as provided for in policy 10.2.1.3.

Community Improvement

- 11.3.15.11. It is the intent of the City that the area identified on Map 11.3.A of this Secondary Plan be identified as a Community Improvement Area under Section 28 of the Planning Act.

11.3.16 Monitoring

- 11.3.16.1. The City, in partnership with the Region, is to establish a formal program to monitor and report on the level of development in the Secondary Plan.
- 11.3.16.2. The Monitoring Program will address:
 - a. traffic volumes on key routes and at key intersections, based on periodic traffic counts in the Corridor;
 - b. the amount of existing and proposed floor space for which subdivision, zoning

or site plan approval has been granted, status of development approvals, completions and occupancy;

- c. travel characteristics and modal split including if possible, trends in the number of pedestrians and cyclists;
- d. population and employment generated by existing development and projected for approved but not yet occupied development;
- e. evaluation of traffic volumes and transit ridership in the context of available capacity; and,
- f. evaluation of existing, planned and proposed Development Concept Reports, Phasing Plans, and the status of the York University Secondary Plan, in order to allow for identification and planning of transportation improvements, or to allow time to take steps to control the pace of development in relation to the provision of services.

- 11.3.16.3. The regular monitoring program is, at a minimum, to take place as part of the periodic review of this Secondary Plan, at intervals of five years, and at a public meeting of Council. Sufficient detail will be made available to the public to enable the verification of results and conclusions.

11.3.17 Interpretation

- 11.3.17.1. This Secondary Plan is a statement of policy. It is intended to guide the development of the Steeles Corridor - Jane to Keele- Secondary Plan Area. Some flexibility in interpretation is permitted, provided the intent of the policies and principles of this Secondary Plan are maintained.
- 11.3.17.2. The designations identified on Map 11.3.A are intended to show general areas. Minor adjustments to the boundaries of the designations may occur through the City's approval process without amendment to this Secondary Plan, except where the designations are established by fixed boundaries, such as road rights-of-way, or where they are specifically stated as fixed in the policies of this Secondary Plan.
- 11.3.17.3. Where lists or examples of permitted uses are provided, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses not listed, but considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land use designation may be recognized as a permitted use and

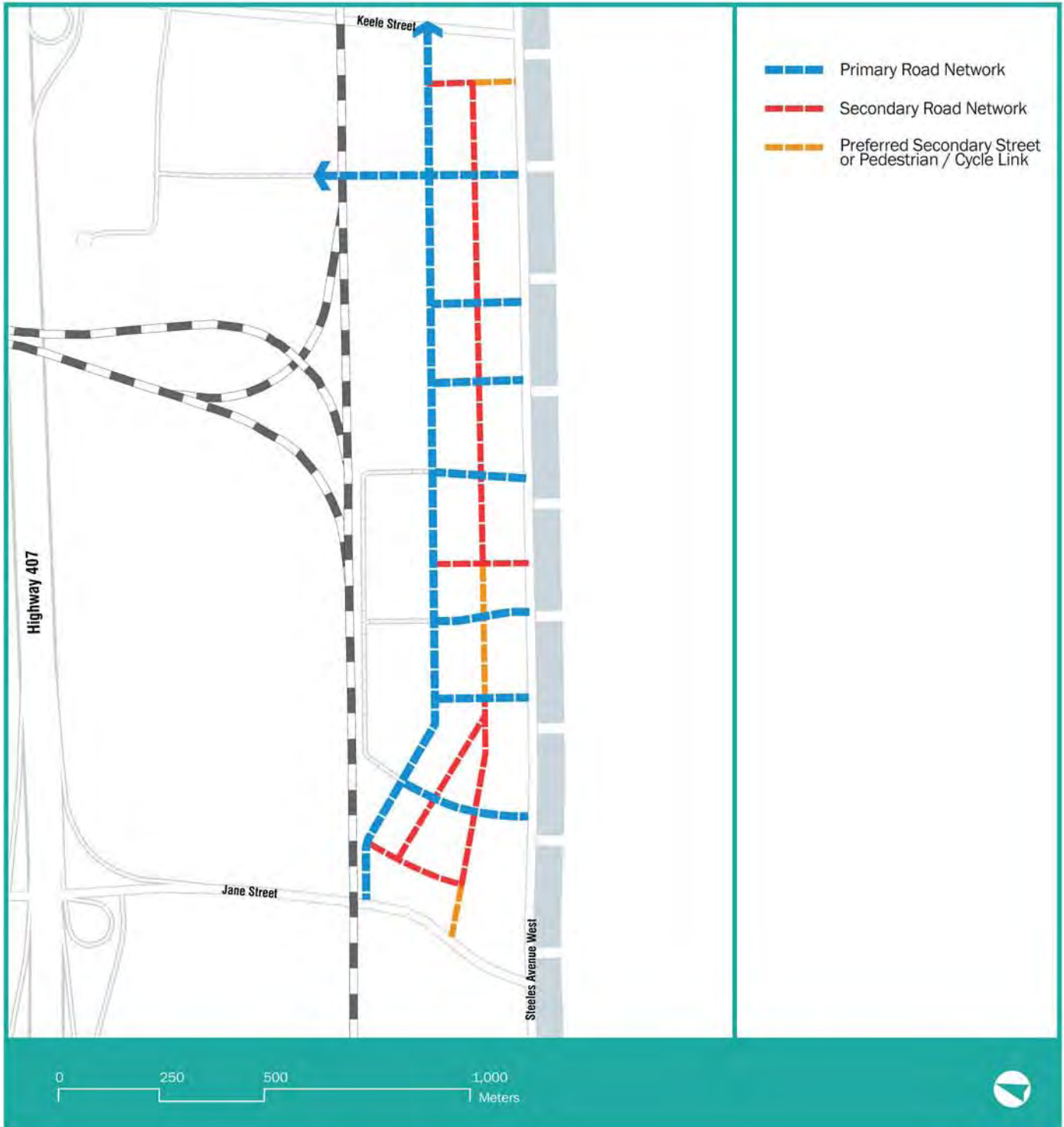
recognized in the implementing zoning by-law.

- 11.3.17.4. Minor variations from numerical requirements in the Secondary Plan may be permitted without an Official Plan Amendment provided that the general intent of the Secondary Plan is maintained.

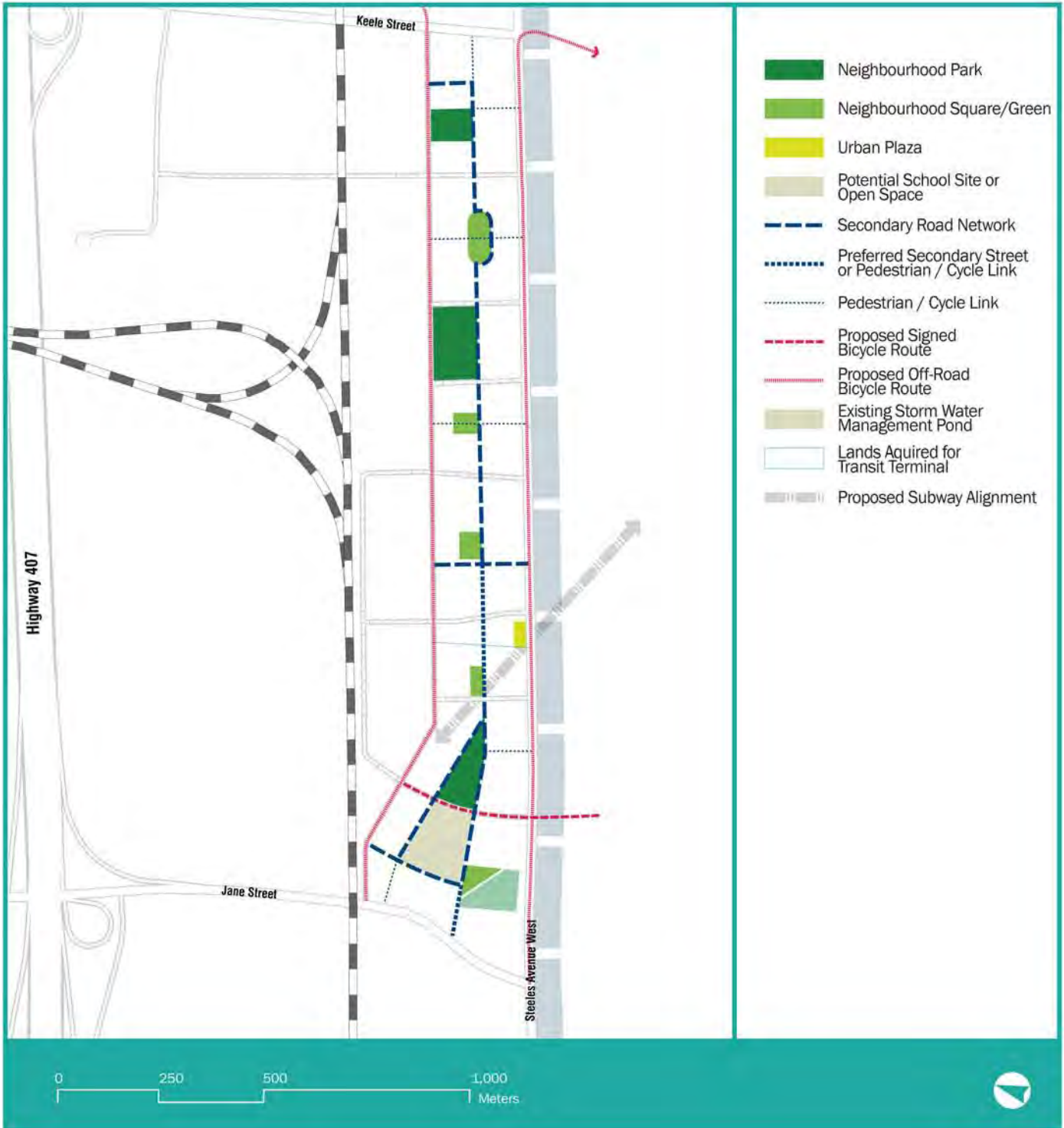
▼ Map 11.3.A
 Steeles West Secondary Plan - Land Use



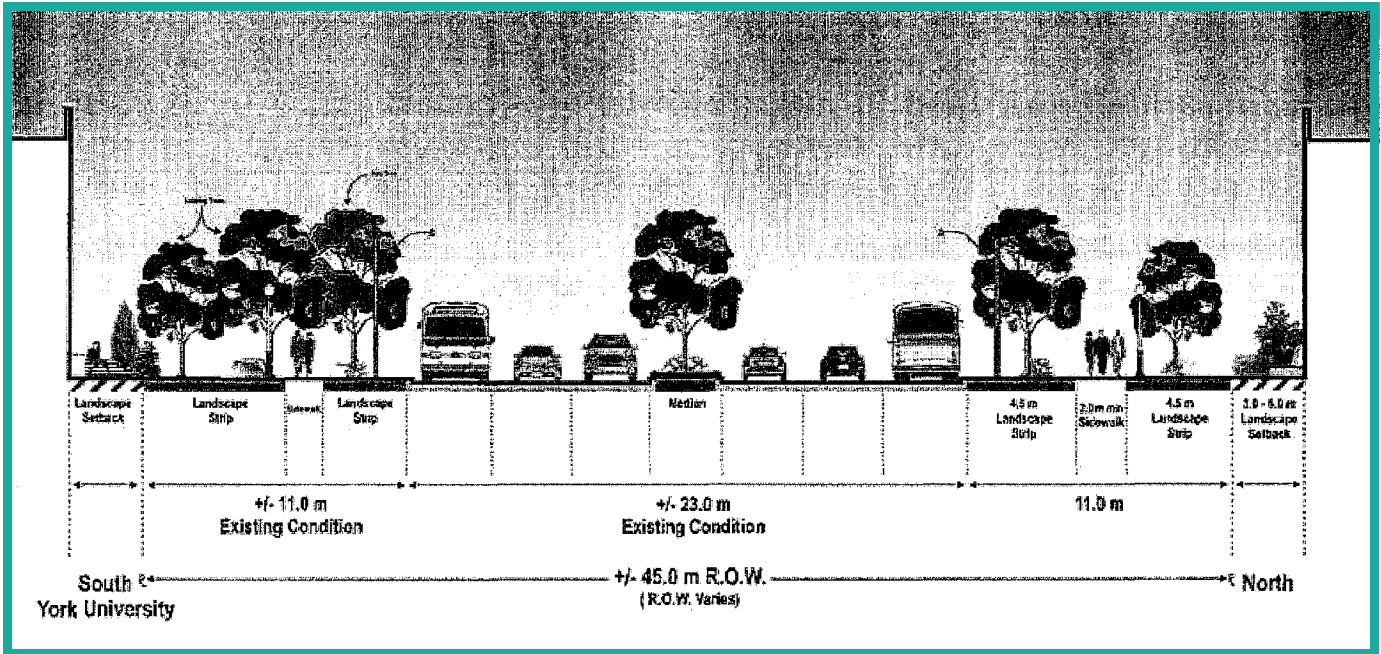
▼ Map 11.3.A
Steeles West Secondary Plan - Transportation Network



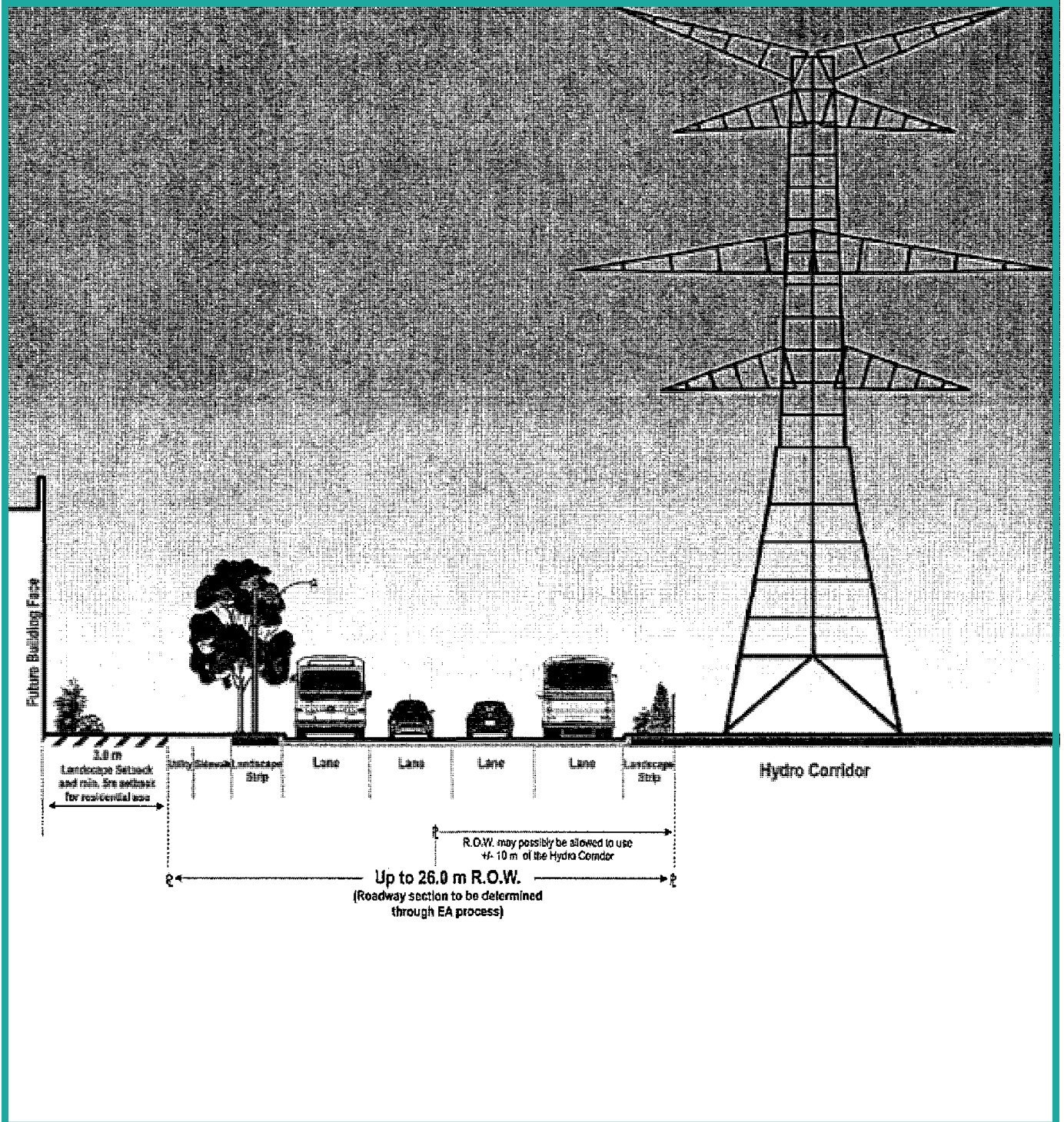
▼ Map 11.3.C
 Steeles West Secondary Plan - Open Space Network



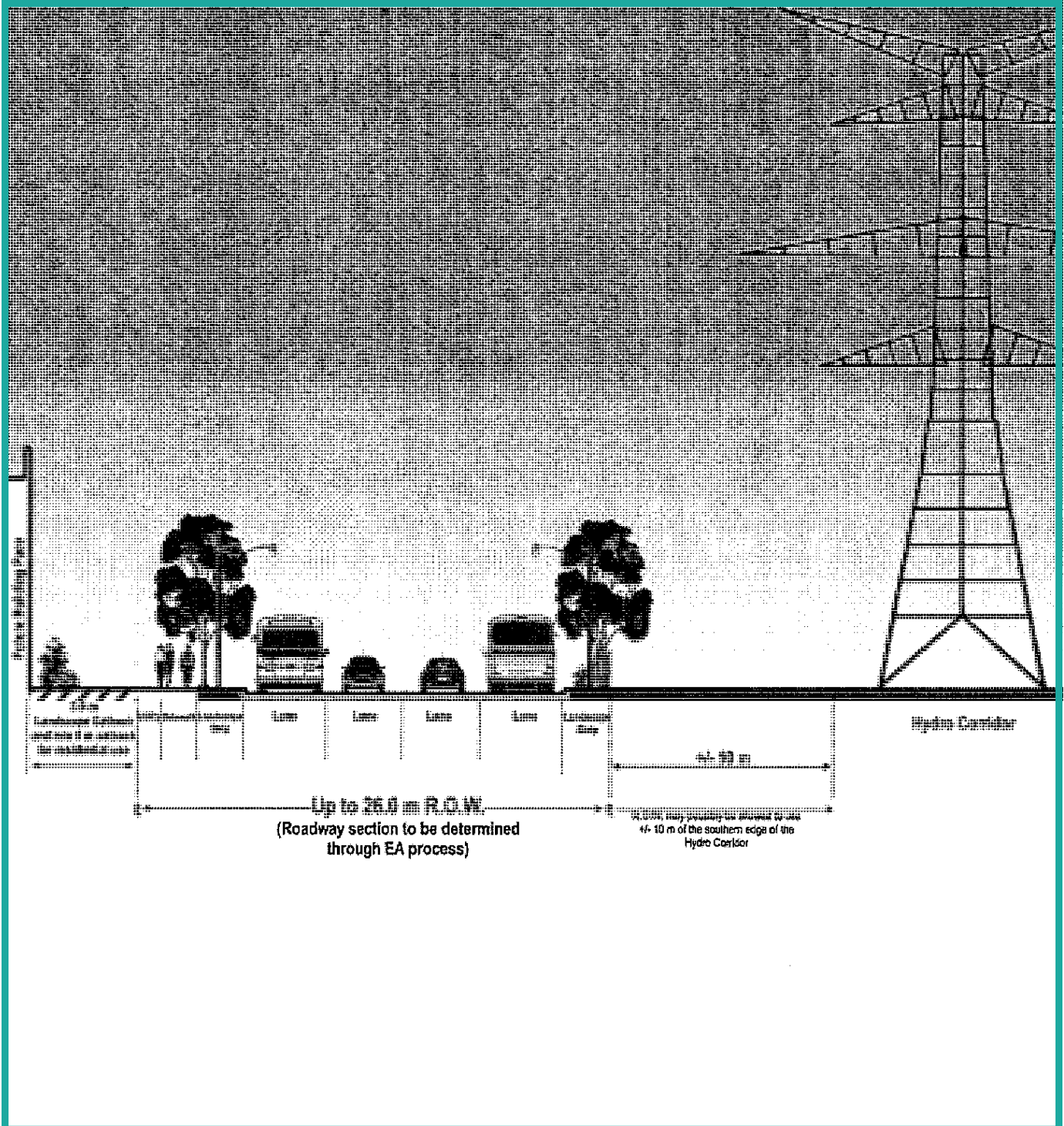
▼ Figure 11.3.A
 Steeles Avenue Right-of-way and Streetscape



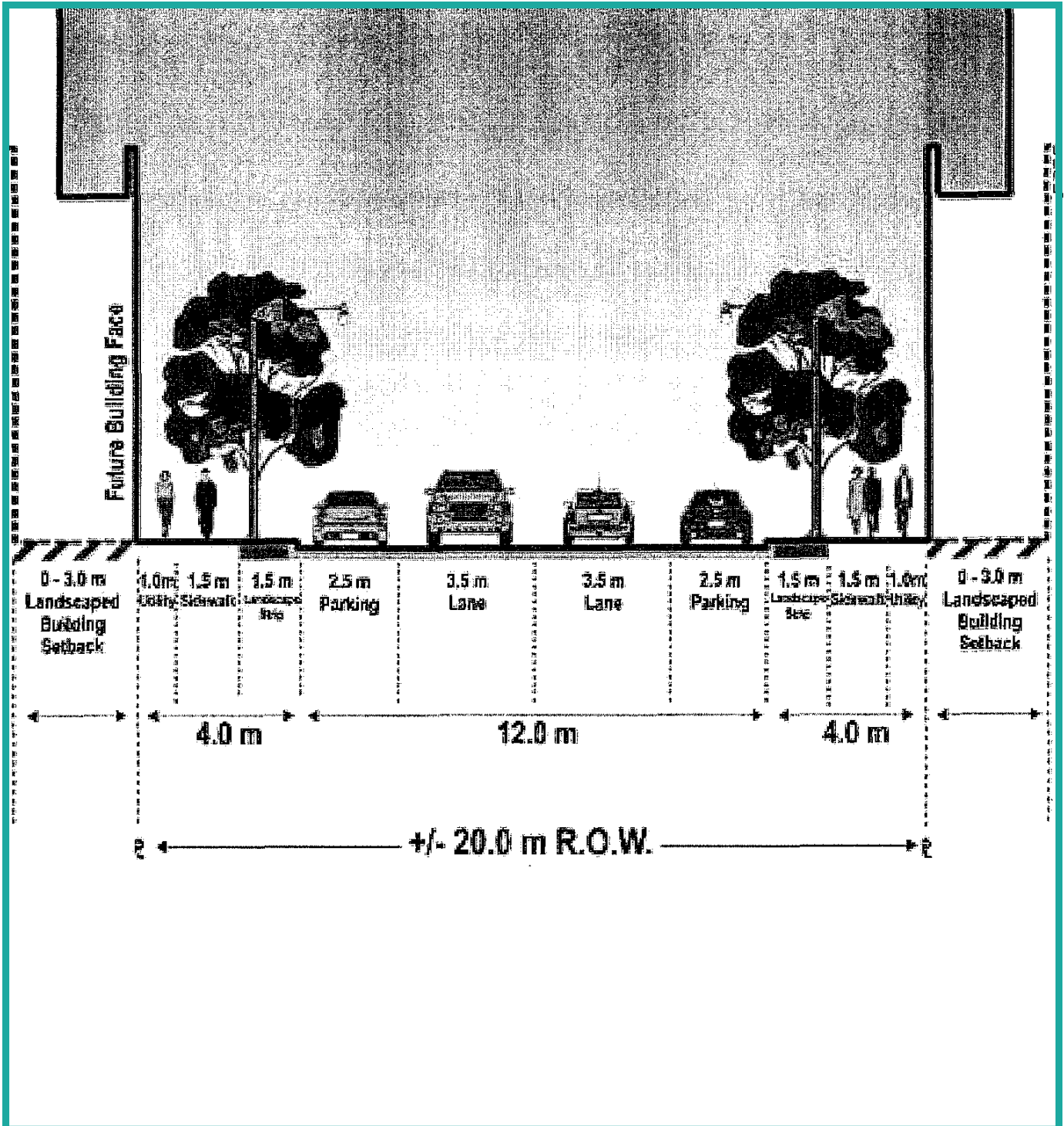
▼ Figure 11.3.B
 East-West Primary Road and Streetscape (using the Hydro Corridor)



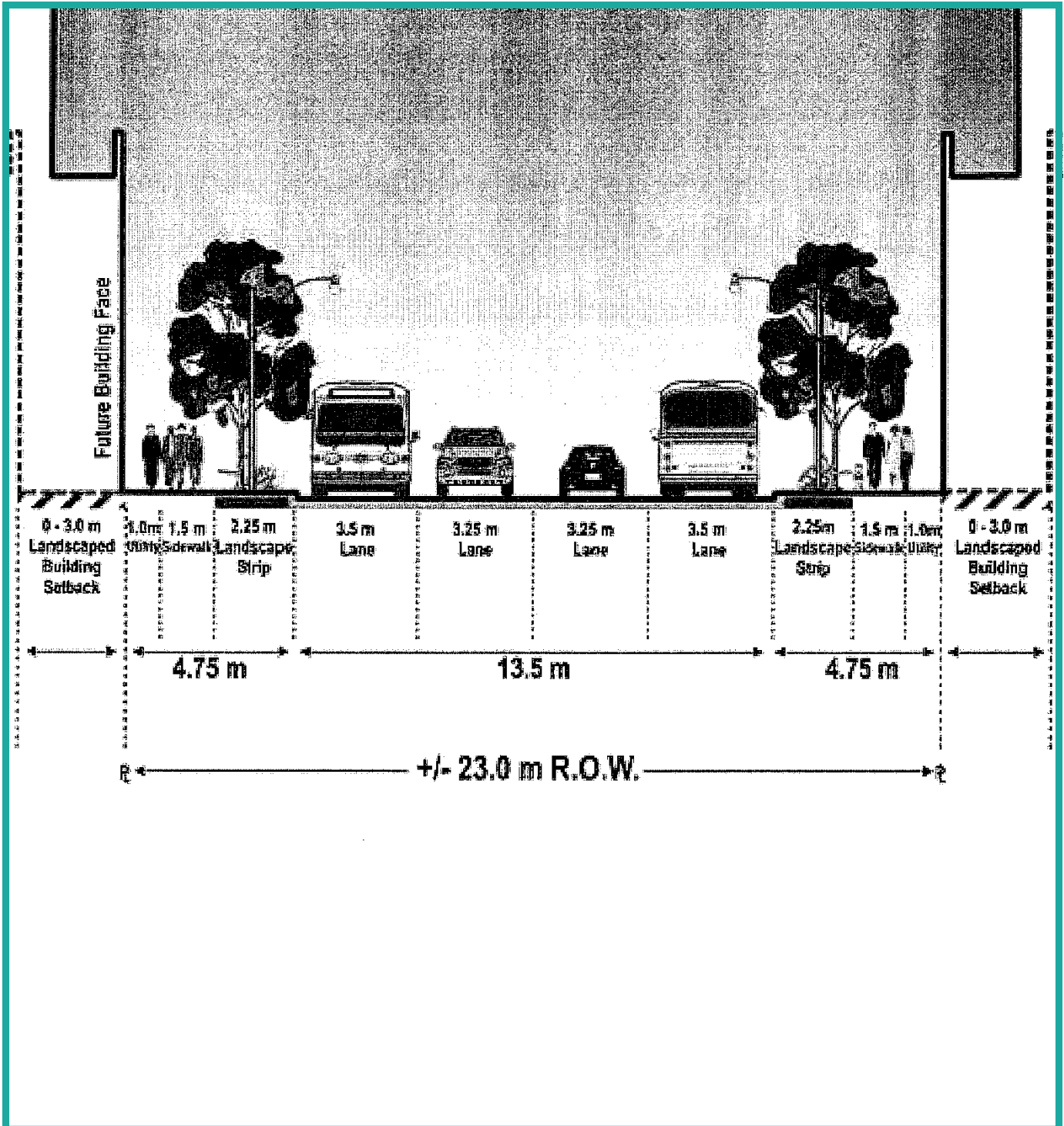
▼ Figure 11.3.C
 East-West Primary Road and Streetscape (not using the Hydro Corridor)



▼ Figure 11.3.D
Local road and Streetscape (without transit)



▼ Figure 11.3.E
Local Road and Streetscape (with Transit)



11.4 Highway 400 North Employment Lands

11.4.1 General

- 11.4.1.1. Notwithstanding policy 9.2.1.1, the following shall apply in the Highway 400 North Employment Area, with the exception of the areas identified as within the Greenbelt Plan Area:
- a. Institutional uses including major educational facilities and hospital/health care facilities shall be permitted;
 - b. Retail warehousing uses are prohibited; and,
 - c. Where existing residential uses are to be maintained after the development of the Employment Area, consideration shall be given to the provision of buffering and other measures to mitigate impacts from adjacent employment uses on the existing residential use.

11.4.2 Land Use: Prestige Employment

- 11.4.2.1. Notwithstanding policy 9.2.1.1, the following policies apply to the area identified as **Prestige Employment** on Map 11.4.A.
- 11.4.2.2. The purpose of the **Prestige Employment** designation within the Secondary Plan area is to:
- a. provide locational opportunities for activities which require high visual exposure, good accessibility and an attractive working environment;
 - b. define areas where it is appropriate to restrict uses which, by nature of their operating characteristics, would not contribute to attractive streetscapes.
 - c. provide opportunities for employment intensive uses that will take advantage of and support the transit system.
- Development Policies**
- 11.4.2.3. **Prestige Employment** areas shall generally be developed with larger lots. Minimum unit sizes, or other measures may be required in order to support the prestige environment.
- 11.4.2.4. A wide range of industrial, office, business and civic uses shall be permitted. No outside storage of goods or materials shall be permitted in this designation. The zoning by-law shall establish the permitted uses and development standards.
- 11.4.2.5. Vehicular access to lots abutting arterial roads and provincial highways shall generally

be from the internal road network. Access to the provincial or arterial road systems shall be subject to the approval of the appropriate authority.

- 11.4.2.6. In instances where through lots are provided, buildings shall be designed so that all elevations facing a street present a “front” elevation. Loading areas are not considered appropriate in any yard facing a street. The location of loading areas will be controlled in the zoning by-law.
- 11.4.2.7. The following building types are permitted in **Prestige Employment** areas shown on Map 11.4.A pursuant to policies in Section 9.2.3:
- a. Employment/Industrial buildings;
 - b. Low-Rise buildings;
 - c. Mid-Rise buildings; and,
 - d. Gas Stations

11.4.3 Land Use: Prestige Employment - Office/Business Campus

- 11.4.3.1. Notwithstanding policy 9.2.1.1, the following policies apply to the area identified as **Prestige Employment – Office/Business Campus** on Map 11.4.A.
- 11.4.3.2. **Prestige Employment - Office/Business Campus** areas are located adjacent to lands in the Natural System of the Provincial Greenbelt Plan, as well as to provincial highways and arterial roads.
- 11.4.3.3. To provide opportunities for high quality business and office employment uses and activities, including campus style development, which require good accessibility in an urban environment which is enhanced by a location adjacent to significant natural areas such as lands in the Natural System of the Provincial Greenbelt Plan.
- 11.4.3.4. To define areas where it is appropriate to restrict uses which, by the nature of their operating characteristics, would generally not be compatible with locations adjacent to the Natural System of the Greenbelt Plan, or attractive streetscapes.
- 11.4.3.5. To provide opportunities for employment intensive uses that will take advantage of and support the transit system.

Development Policies

- 11.4.3.6. The predominant permitted uses shall be business/office and industrial development, including campus style developments, research facilities and public uses including a new Regional Park. The outside storage of goods or materials shall not be permitted. In addition, uses expected to involve chemical storage or to generate significant truck traffic, particularly stand alone warehouse operations, shall not be permitted.
- 11.4.3.7. Development shall be designed to complement the lands in the Natural System of the Greenbelt Plan, and be enhanced by its location in a natural setting. In particular, views and accessibility, both visually and physically, to lands in the Greenbelt shall be maximized. This will be accomplished through a range of different approaches, including requiring the use of single-loaded roads in key locations, the placement of employment buildings, and the location of parks or other public facilities.
- 11.4.3.8. The need for a Regional Park of approximately 30 hectares has been identified by the City in the Highway 400 corridor, west of the highway. Map 11.4.A identifies a conceptual location for the park. The precise size, location and configuration will be determined through the Block Plan process and the City's updated Parks and Recreation Master Plan.
- 11.4.3.9. **Prestige Employment-Office/Business Campus** areas shall generally be developed with larger lots. Minimum landscaping standards, and minimum and maximum unit and building sizes, heights and densities, or other measures, shall be implemented through the zoning by-law and urban design guidelines, to support the prestige environment, the enhanced relationship with the Natural System lands, and to ensure that the development is transit-supportive.
- 11.4.3.10. Development shall be designed to allow for future intensification; in particular, opportunities for additional building sites should be anticipated in the layout of buildings, parking areas, and primary site plan elements, such as service routes and significant landscaping.
- 11.4.3.11. In instances where lots front on Highway 400 or arterial roads, buildings shall be designed so that all elevations facing a street present a "front" elevation. The location of loading areas shall be controlled in the zoning by-law, and shall not be permitted in any yard facing a street.

- 11.4.3.12. Vehicular access to lots abutting arterial roads and provincial highways shall generally be from the internal road network, Access to the provincial or arterial road network systems shall be subject to the appropriate authority.
- 11.4.3.13. The lands between Highway 400 and the Greenbelt Natural System Area immediately north of Kirby Road will require special consideration given its proximity to the Natural System and Highway 400, and the limitations on access. In addition to the other permitted uses, consideration may be given to low intensity recreational or other similar uses in recognition of the unique attributes of this site.
- 11.4.3.14. The following building types are permitted in Prestige Employment- Office/Business Campus areas shown on Map 11.4.A pursuant to policies in Section 9.2.3:
- a. Employment/Industrial buildings;
 - b. Low-Rise buildings;
 - c. Mid-Rise buildings; and,
 - d. Gas Stations

11.4.4 Land Use: General Employment

- 11.4.4.1. Notwithstanding policy 9.2.1.1, the following policies apply to the area identified as **General Employment** on Map 11.4.A.
- 11.4.4.2. The **General Employment** area is located in the interior of the Secondary Plan area as shown on Map 11.4.A.
- 11.4.4.3. The purpose of the **General Employment** designation within the Secondary Plan area is to:
- a. accommodate uses that do not require higher profile locations;
 - b. provide locational opportunity for industrial development which may require outside storage or be undertaken outdoors; and,
 - c. provide opportunities for a broad range of lot sizes and a diversity of building forms in order meet the needs of any size business or industry.

Development Policies

- 11.4.4.4. In addition to uses that would be permitted in the **Prestige Employment** area pursuant to Policy 11.4.2.5, the **General Employment** area shall permit uses which require

outside storage or which would be undertaken outdoors. These uses would include the full range of processing, warehousing and storage operations and transportation and distribution facilities. The range of uses shall be specified in the zoning by-law.

- 11.4.4.5. The standard applicable to the outside storage of goods and materials or any other activity not contained within a wholly enclosed building shall be implemented in the zoning by-law. Storage areas, or other external activities, shall not be permitted abutting a street. Screening will be required and the percentage of lot area devoted to such uses will be specified. Site specific zoning exceptions, in respect of such standards will be evaluated on their merits, in accordance with the policies of this plan.
- 11.4.4.6. The following building types are permitted in **General Employment** areas shown on Map 11.4.A pursuant to policies in Section 9.2.3:
- a. Employment/Industrial buildings;
 - b. Low-Rise buildings;
 - c. Mid-Rise buildings; and,
 - d. Gas Stations.

11.4.5 Service Nodes

- 11.4.5.1. Service nodes are to be located at the intersections of arterial and or collector roads.
- 11.4.5.2. The purpose of Service Nodes is to:
- a. provide for the day to day convenience and service needs of businesses, industries and their employees;
 - b. ensure that service opportunities are provided at convenient, easily accessible locations throughout the Employment Area; and ,
 - c. ensure that these facilities are comprehensively designed in order maximize functional efficiency and visual amenity.

Development Policies

- 11.4.5.3. Service nodes are not shown on Map 11.4.A to this plan. Acceptable sites will be identified and zoned either through site specific zoning amendment applications or through the Block Plan process.
- 11.4.5.4. Service nodes shall generally be located at intersections of arterial and or collector

roads. Other areas that are conveniently located or are predominantly devoted to another use, such as an office complex, or a hotel may also be considered.

- 11.4.5.5. Prior to approving an application to permit a service node, the approval of an urban design plan and traffic impact study may be required.
- 11.4.5.6. The maximum area of a service node shall be approximately 1.2 ha. A service node may exceed 1.2 ha if the site is to be developed in conjunction with a predominant use such as an office complex, or hotel.
- 11.4.5.7. Uses permitted shall provide for the day to day convenience and service needs of businesses, industries and their employees. Retail uses which service the convenience needs of employees (ie. convenience retail store or pharmacy) and the needs of business (ie. business supplies) are considered to conform. The detailed range of uses shall be established in the zoning by-law.
- 11.4.5.8. Notwithstanding the foregoing, in the Highway 400 North Employment Area, service uses shall be encouraged to locate in the Employment Area Activity Centre along Kirby Road, or in the Employment/ Commercial Mixed-Use Area in the northwest quadrant of Jane Street and Teston Road. However, consideration may be given, subject to the policies of this section, to permitting some limited service uses which will generally be located in mixed-use buildings, where feasible. Service stations may be located as part of a Service Node, however they will be limited to one per arterial road intersection.

11.4.6 Employment Area Activity Centre

- 11.4.6.1. Employment Area Activity Centres are located both east and west of Highway 400, and east and west of the lands in the Greenbelt Natural System Area, on lands fronting on Kirby Road.
- 11.4.6.2. To permit the development of a concentration of uses designed to provide services to the surrounding employment area and adjacent areas, in addition to the uses permitted in the underlying land use designations.
- 11.4.6.3. To provide opportunities for private development and a public realm which contribute to the creation of an attractive, urban environment with a strong pedestrian orientation.

Development Policies

- 11.4.6.4. In addition to the permitted land uses in the underlying land use designations, a broad variety of uses including retail and service commercial uses, hotels, public, non-profit and institutional uses, cultural, and entertainment and social facilities shall be permitted where such uses provide a service to the surrounding employment area and contribute to the creation of an urban environment with a strong pedestrian orientation. However, the following uses shall not be permitted:
- a. individual retail uses in buildings with ground floor plates in excess of 929 square metres in size;
 - b. drive-through facilities, gas bars/service stations, either stand alone or associated with other permitted uses; and,
 - c. any uses which require outside storage of goods and materials.
- 11.4.6.5. The additional uses permitted in the Activity Centre shall generally be located as part of mixed-use buildings which generally also accommodate uses permitted by the underlying land use designations. Mixed-use buildings are a minimum of two storeys in height. Consideration may be given to the location of the permitted uses in single-use buildings, provided that such buildings contribute to the creation of a strong pedestrian orientation, including a building height equivalent to a minimum of two storeys. However, where single-use buildings are for retail or service commercial uses, they shall not occupy more than 25% of the frontage of anyone side of Kirby Road in the Activity Centre designation.
- 11.4.6.6. To enhance the pedestrian orientation of permitted development in this area, the zoning by-law will establish:
- a. minimum and maximum setbacks, heights and densities, limitations on the location of parking areas and other standards to ensure that buildings and their primary entrances are designed to be located close to and fronting on Kirby Road, and to provide interest and comfort at ground level for pedestrians;
 - b. parking regulations which establish maximum parking requirements and permit on-street parking or municipal parking to be utilized to meet parking standards; and,
 - c. height and density bonuses for the use of decked or underground parking or contributions to the creation of municipal parking spaces.
- 11.4.6.7. The urban design guidelines for the area will reinforce the direction with respect to the

creation of a pedestrian-oriented environment including guidelines with respect to the design of building facades facing Kirby Road; the size, location, and design of parking areas; and the location and design of loading and garbage facilities. In addition, the urban design guidelines will provide designs for Kirby Road which will recognize its role and function as a multi-purpose street that is both a transportation corridor, with the potential for an interchange at Highway 400, and a pedestrian-oriented place, including wide sidewalks on both sides of the road, buildings with active facades, including primary windows to provide visibility to and from the street, enhanced street trees, and other landscaping, on-street parking and pedestrian lighting.

11.4.7 Land Use - Commercial/Employment Mixed-Use Areas

11.4.7.1. **Commercial/Employment Mixed-Use** areas are located at the intersection of arterial roads adjacent to residential areas, or recognize existing commercial areas.

11.4.7.2. To permit a range of large-scale uses, such as institutional uses, places of worship, hotels and banquet halls, as well as a range of small scale commercial facilities, in addition to employment uses, to be located at a development node which serves the employment area as well as through traffic and adjacent residential areas.

Development Policies

11.4.7.3. In addition to the permitted land uses in the **Prestige Employment** designation, the **Commercial/Employment Mixed-Use** designation permits a range of small scale retail and service commercial uses designed to serve through traffic, as well as the surrounding area, such as restaurants, convenience stores, pharmacies and business supply uses. However, the following uses shall not be permitted:

- a. individual retail uses in buildings with ground floor plates in excess of 929 square metres in size; and/or,
- b. any uses which require outside storage of goods and materials.

11.4.7.4. The permitted uses shall generally be located as part of mixed-use buildings. However, single-use buildings shall be permitted on the lands fronting on Highway 400. Consideration may also be given to the location of the permitted uses in single-use buildings in the lands at the intersection of Jane Street and Teston Road, and King-Vaughan Road and Jane Street. However, where single-use buildings are for retail or service commercial uses, they shall not occupy more than 25% of the frontage of the lands in this designation on either Jane Street, Teston Road or King-Vaughan Road.

- 11.4.7.5. The zoning by-law will establish minimum and maximum setbacks, heights and densities, and other standards to ensure that buildings and their primary entrances are designed to be located close to and to front on Jane Street, Teston Road and King-Vaughan Road to provide interest and comfort at ground level for pedestrians. Buildings shall have active facades including primary windows to provide visibility to and from the street.
- 11.4.7.6. The lands designated **Commercial/Employment Mixed-Use** at the northwest corner of Jane Street and Teston Road, and at the south-west corner of Jane Street and King-Vaughan Road, may permit a food store within the designation without amendment to the Plan, subject to a land use study at a future date which determines the form and character of development east of Jane Street and demonstrates the need and appropriateness of the food store.
- 11.4.7.7. Notwithstanding the uses permitted in the **Commercial/Employment Mixed-Use** designation, no other use other than the existing service station uses on the west side of Highway 400 and extensions thereto, shall be permitted on the site. The existing uses and extensions of such uses shall be recognized in the zoning by-law.

11.4.8 Urban Design

- 11.4.8.1. Areas of urban design priority shall include the 400 series Highways, Prestige Employment areas, and Service Nodes, as well as Employment Area Activity Centres and Employment/Commercial Mixed-Use areas. These areas will serve as focal points and their design treatments shall reflect their importance in the Secondary Plan Area. Development abutting Highway 400 and the arterial roads will be required to respond in a design sense to the importance of these strategic locations in order to create a prominent City image. Development in the Prestige Employment areas, given their linear nature will focus on securing attractive streetscapes, which serve to connect to more prominent nodes. The design of the General Employment area lands will be directed toward creating attractive working environments while accommodating a wide range of uses. The design of the Prestige Employment- Office/Business Campus areas focuses on the enhancement of the relationship between the development and the lands in the Natural System of the Greenbelt Plan, as well as the creation of attractive private development and public streetscapes. Development in the Employment Area Activity Centre and the Employment/Commercial Mixed-Use Areas will reflect their role as focal points for the Highway 400 North Employment Area.

The lands along Highway 400 in the Highway 400 North Employment Area serve as the major northern Gateway to the City. Urban design guidelines will be prepared for this Area to ensure that development is designed in a manner which enhances the City's image and which reflects the prestige nature of the Employment Area. In particular, the guidelines will address the following:

Significant Enhanced Landscape Area

- a. Where development fronts onto Highway 400, a "Significant Enhanced Landscape Area" has been designated on Map 11.4.A. The urban design guidelines will provide detailed direction on the extent and form of the required landscape, topographical, built form and architectural relationships to Highway 400.

Significant Interface Area

- b. The Significant Interface Area designations on Map 11.4.A, identify significant intersections, which serve as "gateways" into the employment area. The guidelines will address not only the design parameters for the lands in the Employment Area, but also their relationship with lands at the intersection outside the Employment Area. The permitted uses in Significant Interface Areas shall be those in the underlying land use designations.

Character Road

- c. Kirby Road is identified as a "Character Road" on Map 11.4.A. This reflects the fact that it is intended to be a multi-purpose street that is both a transportation corridor, with the potential for an interchange at Highway 400, and a pedestrian-oriented place. The urban design guidelines will provide designs for Kirby Road which will recognize its dual role including wide sidewalks, enhanced street trees and other landscaping, on-street parking and pedestrian lighting.

11.4.9 Environment

11.4.9.1. Planning for new development and redevelopment in the Highway 400 North Employment Area, with respect to the environment, shall be carried out in accordance with the policies in Chapter 3, recognizing the following:

- a. The Potential Valley and Stream Corridor and Potential Environmental Feature designations on Map 11.4.A reflect the results of the environmental analysis

carried out as part of the background study prepared as a basis for the preparation of the Secondary Plan Area Land Use plan. The detailed studies to be carried out for the Block Plans will determine the actual extent of any environmental features and the requirements for their protection. No amendment shall be required to this Plan if changes are made to these designations arising from the Block Plan process. Where a valley, stream or feature is relocated or eliminated through the Block Plan process, the underlying land use designation shall apply.

- b. The Greenbelt Natural System Area reflects lands included in the Provincial Greenbelt Plan. Lands in this designation shall be subject to the policies in Section 3.4.2.

11.4.10 Transportation

- 11.4.10.1. Should the Province indicate that an East-West Corridor is Provincial policy, then provision for it could be provided in the Highway 400 North Employment Area through an amendment by the Region of York.

- 11.4.10.2. The need for at least one new interchange on Highway 400 has been identified as necessary to support the full development of the Highway 400 North Employment Area. The location of the interchange(s) will be identified through an Environmental Assessment. The “Interchange Study Area” on Map 11.4.A identifies areas where an interchange potentially could be located. Any development of lands which are subject to this designation will be limited to uses such as agricultural uses which will not restrict the location of a future interchange, until such time as the City is satisfied that sufficient information is available to determine more specifically the location of the interchange(s). In particular, new buildings and structures, other than expansions of existing buildings and structures, and new accessory buildings and structures, will be prohibited. Upon approval of the Highway 400 North Employment Area Plan, the City will immediately initiate discussions with the Ministry of Transportation and the Region of York regarding completion of an Environmental Assessment to provide additional interchanges with Highway 400 within the Highway 400 North Employment Area.

Pedestrian and Bicycle System

- 11.4.10.3. In the Highway 400 North Employment Area, the intent is to provide an integrated, multi-modal transportation network. A key component of this will be a comprehensive

pedestrian and bicycle system as follows:

- a. A pedestrian walkway and bikeway system (developed primarily within the public road right-of-way), and related facilities such as bicycle parking, shall be required in the Highway 400 North Employment Area on Map 11.4.A and integrated with the City's Pedestrian and Bicycle System Master Plan. Pedestrian and bicycle facilities will be designed to provide connections to bus stops, and linkages between buildings, adjacent sites, surrounding areas and public streets, and particularly to transit facilities.
- b. A key part of the pedestrian walkway and bikeway system shall be a continuous, interconnected trail system within the Greenbelt Natural System Area. Where possible, recognizing the barrier created by Highway 400, this trail system will link to other environmental areas in the Employment Area, The City will cooperate with York Region, the Toronto and Region Conservation Authority, local interest groups, and private land owners to create this trail.

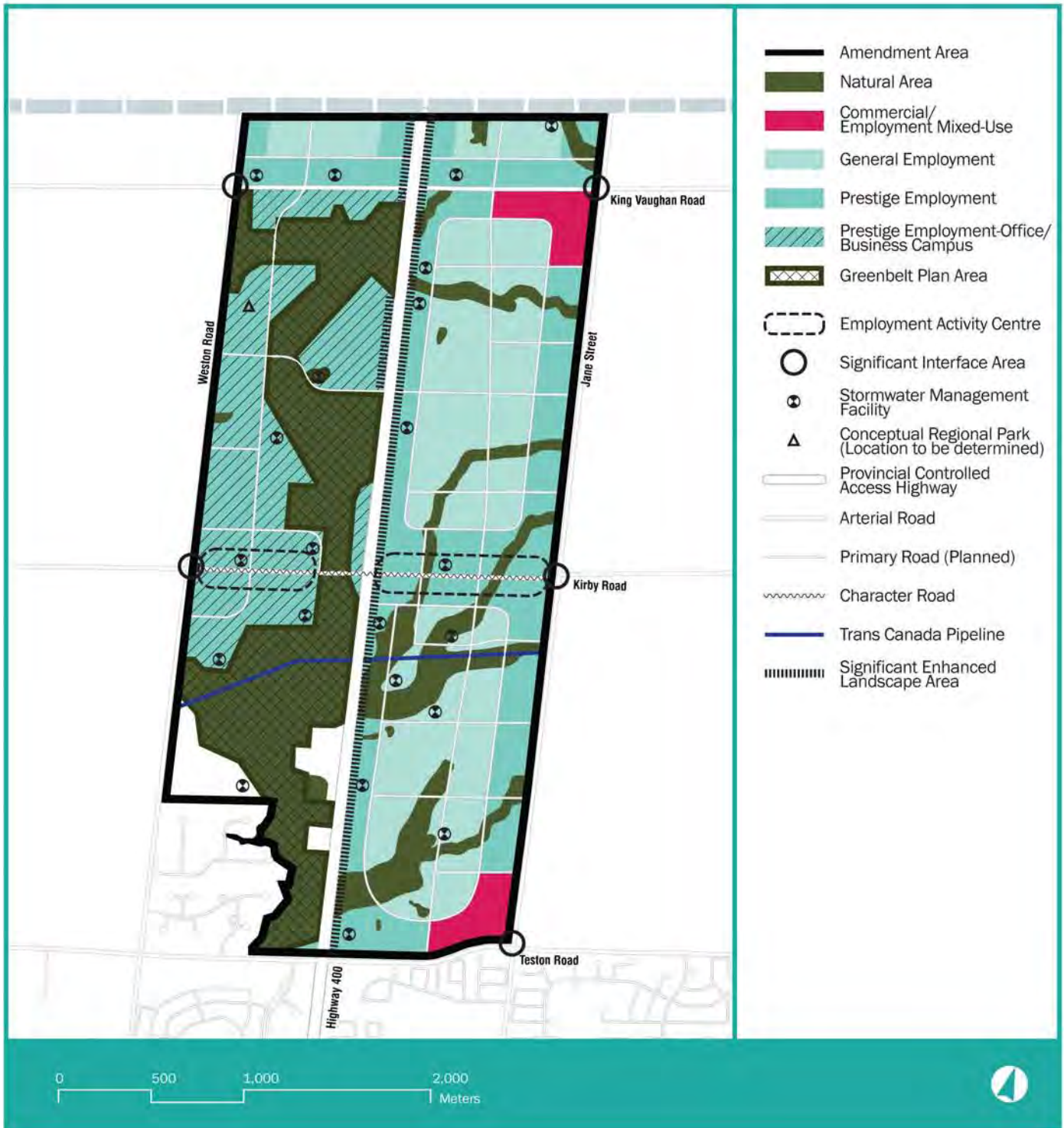
Public Transit

- 11.4.10.4. In the Highway 400 North Employment Area, the intent is to provide an integrated, multi-modal transportation network. In support of that objective, in addition to the development of a pedestrian walkway and bikeway system, the City will actively work with the Region, developers, owners and tenants to develop and implement a traffic demand management plan including measures such as the promotion of public transit to employees, measures which support transit such as priority signalling and maximum parking standards, and assisting in organizing and promoting car pooling.

11.4.11 Stormwater Management

- 11.4.11.1. The Stormwater Management Facility designation on Map 11.4.A represents general locations for stormwater management facilities within the Highway 400 North Employment Area. Notwithstanding the location of these designations, such facilities shall be permitted in all designations, will be located and designed to the satisfaction of the City and TRCA, and should be integrated with the open space and trail system.

▼ Map 11.4.A
Highway 400 Employment Lands



11.5 Kipling Avenue Corridor

11.5.1 Development Principles and Objectives

The following principles support the Vision, and represent the fundamental objectives to be considered in the decision-making related to all public and private sector initiatives within the Kipling Avenue Corridor Area:

Principle:

To foster a sense of place.

- 11.5.1.1. Development shall contribute to a defined identity and a 'sense of place' for the Kipling Avenue Corridor Area, and the area should be planned as a destination in its own right, defined by a strong pedestrian realm and a healthy mix of uses. The following are the objectives to foster a sense of place:
- a. To design a consistent streetscape and a cohesive approach to architecture that draws upon existing assets, including heritage structures and landscapes.
 - b. To develop an attractive, pedestrian-oriented street that enhances the public realm with intimately-scaled open spaces, active at-grade uses, gathering spaces, and safe and well-connected boulevards and pathways, resulting in a safe, animated and walkable environment.
 - c. To ensure building design is appropriately scaled to frame public spaces and create a comfortable pedestrian environment.
 - d. To fill in the gaps in the urban fabric to create a continuous, attractive pedestrian environment and an appropriately-scaled urban form, which enhances the character of the street.

To protect heritage resources.

- 11.5.1.2. All new development shall respect Kipling's heritage assets and contribute to its heritage character. The following are the objectives to protect heritage resources:
- a. To ensure that the scale and massing of new development contributes to the heritage character and attributes of the area.
 - b. To ensure that open spaces, green corridors and trail connections are considered part of the area's heritage resources.

To create a supportive transportation network.

- 11.5.1.3. The design of the transportation network should support a range of users, including pedestrians, cyclists, public transit and private vehicles. The following are the objectives to create a supportive transportation network:

- a. To develop a street network which is well-connected and is supported by public transit to facilitate vehicular movement which is safe and efficient and reduces traffic congestion.
- b. To ensure that new development supports investment in public transit through increased densities and efficient design.
- c. To design streets and the public realm to ensure safe relationships between pedestrians, cyclists and vehicles.
- d. To provide a safe and well-connected pedestrian and cycling network that facilitates movement throughout the area as well as to surrounding areas in Vaughan.
- e. To mitigate areas of transportation conflict, such as at the railway crossings and along railway corridors, to facilitate improved circulation throughout the area.

To provide a mix of uses.

11.5.1.4. The Kipling Corridor area shall accommodate and encourage a mix of uses to support a vibrant community and healthy economy. The following are the objectives to provide a mix of uses:

- a. To establish a mixed-use environment which includes compatible residential, commercial and institutional uses to encourage residents to live and work in the area.
- b. To ensure an appropriate transition between uses and different building types.
- c. To provide a variety of housing types to accommodate a broad demographic population, including a complimentary range of heights, unit types and sizes.

To enhance a green environment and open space system.

11.5.1.5. The Kipling Avenue Corridor Area shall be made “green”, including public and private open spaces, streets, pathways and trails. The following are the objectives to enhance a green environment and open space system:

- a. To ensure that green open space corridors (i.e. the Humber River and the Rainbow Creek Corridors) are conserved, enhanced and well-connected.
- b. To ensure that development will be located outside of hazard lands and that the risk to life and property will be minimized to the furthest extent possible.
- c. To provide trails/paths throughout the green corridors, public parks and neighbouring communities that are continuous, accessible, well-linked, and facilitate movement throughout the Kipling Corridor area.

- d. To create a park and open space network that supports an array of both passive and active recreational uses, as well as varying community needs.
- e. To ensure the Fairgrounds remain a key open space amenity for the community, are well-connected to surrounding neighbourhoods, and are designed to encourage year-round activities, while respecting their heritage significance.

To achieve a critical mass.

- 11.5.1.6. The population density on Kipling Avenue should support its role and function as a vibrant neighbourhood within the City of Vaughan. The following is the objective to achieve a critical mass:
 - a. To plan and design the Kipling Avenue area to support intensification and compact urban form, in order to provide residents with a variety of uses and activities within walking distance, support local amenities, increase transit options, and ensure a vibrant street life.

11.5.2 Urban Form - Precincts

This section identifies the desired future character and function of the various distinct precincts within the Kipling Avenue Corridor Area. The definition of the precincts is a result of both the vision generated for Kipling Avenue Corridor, and the analysis generated through the Woodbridge Heritage Conservation District Study.

The character identified for each precinct is prescriptive. The intent is to guide future development and public investments, in a way that serves to: a) conserve significant elements of the existing character; and b) to reinforce the future vision. The precincts are shown on Schedule 11.5.B.

Kipling Avenue

- 11.5.2.1. Kipling Avenue should be:
 - a. A road that maintains a significant function as part of the public realm in the region, providing pedestrian access and views to significant public destinations and amenities, including: Woodbridge Core, the Fairgrounds, and the open spaces associated with the Humber River and the Rainbow Creek.
 - b. A picturesque heritage Avenue, with a significant tree canopy and buildings that front directly onto Kipling. There should be active at-grade uses and buildings should be setback, offering a landscaped front yard.

- c. A pedestrian friendly street, that provides pedestrian connections to a range of parks, open spaces, trails and walkways, and to commercial and residential areas, throughout the area.
- d. A residential character and scale, with buildings that average 2-3 storeys, and include some commercial and live-work uses.
- e. An area of Vaughan that displays and conserves significant heritage buildings, structures, and landscapes.

Woodbridge and Kipling Avenue Intersection

11.5.2.2. Woodbridge Avenue and Kipling Avenue Intersection should be:

- a. A main Street that extends along Woodbridge Avenue, east to Islington Avenue and west to Kipling Avenue, with a mix of at grade pedestrian oriented uses such as retail, offices and restaurants and a variety of other uses above grade, mostly residential.
- b. A street wall of buildings between 4 and 6 storeys at the intersection.
- c. A welcoming environment where small-scaled storefronts open directly onto the sidewalk and provide pedestrians with a variety of storefronts, which change every few steps.

Fairgrounds Area

11.5.2.3. The Fairground Area should be:

- a. An area to be maintained as a significant open space for the community.
- b. A place that conserves existing significant greenery and tree canopy, that is part of the rural character, and should extend to the surrounding context.
- c. An enhanced open space as a destination to several important pedestrian connections and trails.
- d. Buildings located on site are maximum three storey structures that are characteristic of a rural character and setting.
- e. A centre programmed throughout the year with fairs, events, and functions, (e.g. a farmer's market) that attract residents and visitors from Vaughan and beyond.
- f. Enhanced as an important connection and contributing forest landscape to the natural conservation area directly to the east.
- g. Porter Avenue, as well as new public connections around the perimeter, are designed gateways and treated as significant elements in the overall open space system of the area.

Rainbow Creek Neighbourhood North

- 11.5.2.4. Rainbow Creek Neighbourhood North should be:
- a. A new neighbourhood that is intimately connected to both Kipling Avenue and the open spaces surrounding Rainbow Creek, through a network of pedestrian connections and streets.
 - b. An area of mostly residential uses.
 - c. A neighbourhood that can accommodate a significant residential population, through higher density developments that are adjacent to significant green areas.
 - d. An area in which all streets are welcoming to pedestrians, with active grade related uses, and ample landscaping.

Rainbow Creek Neighbourhood South - Central and South West Areas

- 11.5.2.5. Rainbow Creek Neighbourhood South provides a transition in building scale and height towards the lower scale residences on Woodbridge Avenue and Kipling Avenue, with mid-density development.

Rainbow Creek Neighbourhood South - South East Area

The concept plan for these lands contemplates a block townhouse development with a minimum 8 metre central pedestrian sidewalk and landscaped area.

- 11.5.2.6. The following are general minimum policy requirements for the development of these lands:
- a. The lands must develop comprehensively, considering the best future development scenario for the easterly adjacent properties along Kipling Avenue and the westerly industrial properties along the river corridor, providing opportunities for increased north/south and east/west pedestrian circulation, and connections to Kipling Avenue, Woodbridge Avenue and the river valley.
 - b. Notwithstanding policy 9.2.1.1, the permitted residential uses for these lands, with the exception of the contributing heritage industrial building, include block townhouses, stacked townhouses, street townhouses, and semi-detached dwellings, with a maximum FSI of 0.70.
 - c. The development of these lands must be respectful of the contributing heritage industrial building at the end of Burton's Lane, as identified in Map 11.5.O. The recommended use for the heritage building include small scale, grade related

- d. neighbourhood amenity uses, such as daycare, service commercial, or art studios.
- e. The development of these lands must allow for a public pedestrian connection that is visually and physically accessible from Woodbridge Avenue and the Rainbow Creek Neighbourhood South, to Parkside Drive and the Rainbow Creek Neighbourhood North. The pedestrian connection should take the form of a generous landscaped promenade between the townhouse developments, as a
- f. shared neighbourhood amenity and public “greenway”. Any proposed townhouse development must front the promenade.
- g. The central promenade, where it is located between residential development, should include a continuous minimum 1.5 metre sidewalk and landscaped area which together should form the minimum 8 metre promenade.
- h. The minimum 1.5 metre sidewalk must be constructed within the first phase of the Low Density Residential Neighbourhood development.
- i. The promenade and heritage building should remain clearly visible from Woodbridge Avenue, and a historic recognition of the heritage building’s significance and the old C.P. Rail line should be considered as part of the promenade open space fronting Woodbridge.
- j. Vehicular access to the residential units must be located at the rear, through a rear lane access.

Phasing of Development for the Rainbow Creek Neighbourhood

Currently, the industrial properties within the study area are considered stable, and development of the Rainbow Creek precinct, as envisioned in the plan, provide the best opportunity within the Study Area to create a complete neighbourhood. Build-out of the industrial lands, therefore, may be a long term phased scenario and dependent on future residential development pressures.

- 11.5.2.7. Phasing of Development for the Rainbow Creek Neighbourhood is subject to the following policies:
- a. Partial build-out of the neighbourhood north and south is expected and should be achieved through a comprehensive planning process in order to ensure that the character and function of this precinct is achieved.
 - b. The successful build-out of this neighbourhood should happen as a phased scenario and is dependent on the collaboration of all landowners in terms of implementing the necessary infrastructure, such as roads and parks, in a form that

serves to benefit the overall plan in the short and long term and does not restrict future development opportunities.

- c. Issues related to road access and connections for example, that are key to good future development should be resolved prior to site plan approval.
- d. Land owners may be required to enter into Developer Group Agreements prior to having a development application considered. This will ensure that the front ending costs and land dedication for desirable infrastructure such as key road connections and parks are achieved and landowners of early phase development can be compensated in the future.

11.5.3 Block Pattern, Street Network and Linkages

11.5.3.1. The block pattern and street network of Map 11.5.C and Map 11.5.D defines a pattern, grid and hierarchy of streets, and linkages to guide the siting and orientation of future developments and development blocks. For the most part, the plan reinforces the existing structure of blocks and streets. It is mainly along the western side, between the Rainbow Creek and the railway that the need for a new block pattern and street network is identified. As development opportunities arise within the Corridor, achieving permeable block patterns and a fine network of vehicular and pedestrian connections is essential. The pattern, grid and hierarchy of streets, as illustrated in Map 11.5.D, should be implemented through the development process

- 11.5.3.2. The City encourages the consolidation of land parcels to facilitate comprehensive development particularly in the Rainbow Creek neighbourhoods. In particular the City shall be satisfied that:
- a. good block patterns, street connections and pedestrian linkages are established to achieve the goals of the vision;
 - b. development proposals consider the comprehensive requirements of the neighbourhood and adjacent lands in establishing road and pedestrian connections;
 - c. streets and blocks are configured to provide building frontages and addresses to the street and encourage parking access at the rear via a rear lane;
 - d. opportunities to increase public access and linkages to parks and open space amenities are achieved as part of good block development;
 - e. private streets and laneways are discouraged, but if allowed, development should provide public pedestrian access, connect to other streets or laneways and be

- visually appealing and pedestrian friendly; and,
- f. to consolidate open space to create a more substantial public amenity where this opportunity arises.

11.5.3.3. The following sections describe the recommended character, function and hierarchy of new and existing streets within the study area. Further detail and description is given for each street category within the Corridor in The Appendix: Detailed Streetscape Guidelines.

Primary Streets

11.5.3.4. Primary Streets are mixed-use commercial/residential streets and are considered main access roads within the street network.

11.5.3.5. Primary streets should function as two way connections with R.O.W.'s from 20 metres to 26 metres, accommodate various modes of transportation such as on street parking, transit and bicycles, and be provided with a higher quality streetscape treatment.

11.5.3.6. The following policies apply to Kipling Avenue North and South:

- a. Kipling Avenue North and South should function as the main primary street within the Corridor;
- b. A 26 metre R.O.W., should be maintained for Kipling Avenue north and south. The protection of this R.O.W. width is beneficial for the Avenue in terms of providing opportunities to increase the street tree canopy, and enforce the “green character” prescribed for Kipling Avenue and the Corridor in general;
- c. The R.O.W. width should accommodate a double row of street trees and a generous pedestrian zone within the boulevard, along the majority of Kipling Avenue;
- d. The 3.0 metre building setback beyond the R.O.W. should allow for future built form to be more in keeping with the existing heritage building setbacks and provides an additional opportunity for private landscape enhancements;
- e. The heritage character of this street should be emphasized and enhanced, and the streetscape designed to attract a greater pedestrian presence, as per policy 11.5.2.1; and,
- f. Additional landscape enhancements such as double street tree planting, may not be feasible at pinch points where existing heritage buildings fall within the 26 metre R.O.W.

- 11.5.3.7. The following policies apply to Kipling Avenue South:
- a. Kipling Avenue, south of Woodbridge Avenue, should have a wider roadway width, with additional travel lanes to accommodate the volume of traffic entering the avenue from Highway 7.
 - b. Bike lanes should continue to run south along Kipling Avenue to Highway 7.
 - c. The east bike lane is envisioned to have a dedicated curb edge or rumble strip to the adjacent travel lane to make peak hour on-street parking possible on the east side of the avenue, while protecting the bike lane.
 - d. The widened roadway width will allow for only a single row of street tree planting within a 4.5m boulevard.
- 11.5.3.8. The following policies apply to Woodbridge Avenue East:
- a. Woodbridge Avenue, east of Kipling Avenue, should function in the same way as Kipling Avenue in terms of creating an attractive pedestrian oriented environment, and supporting an enhanced commercial presence and character.
 - b. Woodbridge Avenue, between Kipling Avenue and Islington, should maintain a 20m R.O.W. because of the location of existing heritage contributing buildings. There are a significant amount of buildings along this avenue that are considered contributing to the heritage character of the avenue and the area, many of which have minimal or zero setbacks to the 20 metre R.O.W. These buildings should remain in situ, which affects the feasibility of the 26 metre R.O.W. allowance.
 - c. The recommendations of the Woodbridge HCD Study is such that, Woodbridge Avenue at the commercial core should reflect the tight, pedestrian oriented character of the existing 20 metre R.O.W. street cross section.
 - d. Although the stretch of Woodbridge Avenue, from Islington to Kipling Avenue is envisioned as a future marked bike route in the City of Vaughan Bike Master Plan, incorporating bike lanes would affect having on-street parking as part of the Woodbridge Avenue cross section.
 - e. On-street parking should be encouraged along Woodbridge Avenue as a key element to enable existing and future businesses to flourish and is necessary to the success of the commercial context of the area.
 - f. In terms of providing bike access, Woodbridge Avenue, from Islington to Kipling Avenue, should be considered under the “Class 3 Facility: Signed Only Routes” category as identified in the Bike Master Plan, which defines an on-street signed bicycle route used to “form a connection to the bike network”, (see section 4.4.3

of the City of Vaughan's Pedestrian and Bicycle Master Plan). The existing and future traffic volumes for Woodbridge Avenue are considered to be moderate and is envisioned to have slower moving traffic, as it is viewed as a pedestrian priority area. This would make a signed bike route manageable along Woodbridge Avenue.

- 11.5.3.9. The following policies apply to Woodbridge Avenue West:
- a. The protected 26 metre R.O.W is feasible on Woodbridge Avenue, west of Kipling Avenue and should be maintained, which allows for enhanced streetscaping within the boulevard, and should function in the same way as Kipling Avenue in terms of creating an attractive pedestrian oriented environment.

Secondary Streets

- 11.5.3.10. Secondary Streets should function similarly to primary streets, but are mainly residential in character. These streets should also function as two way connections with a minimum 20 metre R.O.W.
- 11.5.3.11. Secondary Streets should be given a higher quality streetscape treatment and allow for bike lanes and on-street parking.
- 11.5.3.12. The following policies apply to Parkside Drive:
- a. Parkside Drive is envisioned as a new secondary north/south street that runs parallel to Kipling Avenue, mainly servicing the proposed Rainbow Creek neighbourhood north. Parkside Drive enables the creation of new frontage to both the Rainbow Creek Valley public open space system, and to new development blocks that support a High-Rise Residential neighbourhood.
 - b. This street should function as the key vehicular spine for the new neighbourhood and the main connection to Kipling Avenue and the river valley.
 - c. This should be treated as a grand street, with lush greenery, and ample space for pedestrian interaction.
 - d. As many points of access to Parkside Drive from Kipling Avenue should be achieved to increase the development potential for the industrial lands, as well as provide opportunities to redevelop existing adjacent properties.
 - e. The design of Parkside Drive shall include a high-quality pedestrian environment that links buildings, amenities and open spaces and provides east-west

- connections to the river valley and Kipling Avenue;
- f. The design of Parkside Drive shall include wider sidewalks (2.5 metre) on both sides, that can accommodate additional street furniture, lighting, and public amenities associated with the proposed park;
 - g. The design of Parkside Drive shall include a 3 metre setbacks to accommodate additional landscaping and front yards for grade related residential units; and
 - h. The design of Parkside Drive shall include parking on both sides of the street, for visitors and park users.

Local Connector Streets

- 11.5.3.13. The Local Connector Streets provide key east/west connections to Kipling Avenue and to the new Rainbow Creek neighbourhood.
- 11.5.3.14. These streets may vary in character depending on the allowable right-of-way, but should function typically in the same way as secondary streets.
- 11.5.3.15. The following policies apply to Rainbow Creek Road and Industry Avenue:
 - a. “Rainbow Creek Road” and “Industry Avenue” are two new east/west local street connectors that link Kipling Avenue to Parkside Drive.
 - b. Rainbow Creek Road, which crosses the rail corridor, should function as a key northern gateway to the new Rainbow Creek neighbourhood and as a connection to Meeting House Road. It is envisioned as a two way 20 metre R.O.W. with the same characteristics as Parkside Drive.
 - c. Industry Avenue, which is south of the rail corridor, should provide a two way connection to Kipling Avenue and the new neighbourhood. The right-of-way for this new street is restricted to 17.5 metre because of its adjacency to a heritage building, and provides only a single sided sidewalk condition.
 - d. The City may consider reduced pavement widths for this local road to accommodate additional sidewalk facilities, provided they are satisfied that vehicular accessibility to the new neighbourhood and the location of utilities are not compromised.

Special Character Streets

- 11.5.3.16. The Special Character Street exists along two east-west connections that lead off from the intersection of Kipling Avenue and the railway.

- 11.5.3.17. The following polices apply to both Porter Avenue East and West:
- a. Porter Avenue East should continue to provide east bound access to the Fairgrounds.
 - b. Porter Avenue West is a new westbound street that should provide new connection to the Rainbow Creek open space system and residential neighbourhood.
 - c. The Special Character Street should be characterized by high quality landscaping, an emphasis on the pedestrian environment, and its function as a gateway to significant urban spaces.
 - d. Porter Avenue East should signalize and celebrate an entrance to the Fairgrounds.
 - e. Porter Avenue West should function as the main pedestrian draw towards new public amenities, open spaces, and residences that are part of the Rainbow Creek neighbourhood development.
 - f. Key aspects of the design include:
 - i. a double row of trees for Porter Avenue East, and enhanced landscaping on both sides of the street;
 - ii. a double row of street trees where the R.O.W. allows, along Porter Avenue West;
 - iii. wide sidewalks, with enhanced paving treatment;
 - iv. additional street furnishing and lighting;
 - v. designed gateway elements on Kipling Avenue; and,
 - vi. clear open views, to the valleys east and west.
- 11.5.3.18. The following policies apply to Porter Avenue East as a Special Character Street:
- a. Porter Avenue East is a local connector and should function as the main gateway to the Fairgrounds.
 - b. This is a two way street with a 20 metre R.O.W. and should be primarily pedestrian oriented, providing opportunities for on street parking and new building frontages that support a pedestrian priority environment.
 - c. This street should provide additional parking opportunities for the Fairgrounds.
 - d. This a Special Character Street and should be given a high quality streetscape treatment.
- 11.5.3.19. The following polices apply to Porter Avenue West as a Special Character Street:
- a. Porter Avenue West is considered a local connector street within the street network although it can only function as a one way out to Kipling Avenue due to C.P. Railway setback and sight-line restrictions at that location.

- b. Even though this street serves as a minor connector, Porter Avenue West is key to the realization of the “Kipling Avenue Junction”, and should function as a major east/west pedestrian and bicycle link from Rainbow Creek to the Fairgrounds and beyond.
- c. This is a Special Character Street that should be given the same high quality streetscape treatment as Porter Avenue East.

Residential Streets

- 11.5.3.20. Residential Streets within the study area are neighbourhood streets that carry lower volumes of vehicular traffic.
- 11.5.3.21. These streets should be pedestrian oriented in character and should cater primarily to the safe movement of pedestrians as a priority.

Laneways

- 11.5.3.22. Laneways should mainly provide vehicular access to parking and services.
- 11.5.3.23. They should be organized as internal connections within blocks that link to main streets, and should also be designed as opportunities for increased pedestrian linkages throughout the Corridor.
- 11.5.3.24. The following policies apply to Public Laneways:
 - a. Public Laneways should function primarily as vehicular connections, but should also be considered as opportunities for pedestrian linkages to Kipling Avenue and to new areas of development.
 - b. They should be designed with a special or enhanced streetscape treatment.
 - c. Historically Burton’s Lane, just north of Woodbridge Avenue, was the main connection to the Toronto, Grey and Bruce Railway Station, and to some of the first industrial buildings, such as the old Woodbridge Farmer’s Co-operative Company.
 - d. Burton’s Lane should function as a key public access lane from Kipling Avenue to the Rainbow Creek neighbourhood.
 - e. Burton’s Lane should be enhanced with higher quality materials and streetscaping to signify its heritage significance.

- 11.5.3.25. The following policies apply to Private Laneways:
- a. Private laneways are considered contributing to the overall street network as they provide pedestrian linkages throughout the area and should be designed to be pedestrian friendly, accessible, visible, and safe.
 - b. Private laneways should be located at the rear of buildings only as a means of accessing and connecting to parking facilities and services.
 - c. Furthermore, they should provide a continuous pedestrian connection to adjacent streets or open spaces.

The Pedestrian Priority Nodes

- 11.5.3.26. The Pedestrian Priority Nodes are the key intersections along Kipling Avenue and should function as a focus for pedestrian activity.
- 11.5.3.27. In terms of street character and transportation hierarchy, pedestrians take priority within these nodes.
- 11.5.3.28. A high quality streetscape treatment should be given to these key intersections including special paving, lighting, street configuration, landscaping and street furniture.
- 11.5.3.29. The following policies apply to Woodbridge Avenue and Kipling Avenue Intersection:
- a. This is the main intersection along Kipling Avenue and should function as the main gateway to the Corridor.
 - b. Special consideration should be given to achieving a pedestrian oriented environment by reducing lane widths, providing on-street parking and bike lanes, increasing the opportunity for additional landscaping, and art; and integrating adjacent public open spaces.
- 11.5.3.30. The following policies apply to Porter Avenue East and West - The Junction:
- a. These streets, together, should create a pedestrian node, referred to as the “Junction”, which is a key east/west pedestrian connection along Kipling Avenue, and at the centre of the Corridor.
 - b. The same special consideration should be given to this node as the Woodbridge/ Kipling node in terms of achieving a pedestrian oriented environment.

11.5.4 Pedestrian Priority Zones

Various areas along Kipling Avenue have been identified as places where the pedestrian and cyclists are considered to be a critical part of the infrastructure and place making, and where a balance between the role of the automobile and the requirements of pedestrians and cyclists, particularly in terms of traffic movement, should be established. The Pedestrian Priority Zones, shown on Map 11.5.D are established at key areas along Kipling Avenue in order to provide safe and comfortable walking and cycling environments. These zones are areas where higher levels of pedestrian activity and amenity are anticipated, such as the Woodbridge/Kipling Avenue Gateway or the Rail Junction Public Square; or where street crossing and safe pedestrian and bicycle movement across Kipling Avenue is a priority. The Pedestrian Priority Zone establishes a first preference to pedestrians, second preference to cyclists and third preference to automobiles.

- 11.5.4.1. In general, Kipling Avenue should no longer function only as a through street. The integration of the Pedestrian Priority Zones should be used as a method of street calming and traffic management.
- 11.5.4.2. Areas where the Pedestrian Priority Zone has been established, priority must be given to the pedestrian in terms of access, circulation, capacity and amenity.
- 11.5.4.3. Transportation infrastructure within these zones should accommodate transit and bicycle facilities and amenities where possible such as transit stops, shelters, bike racks, and safe passenger drop-off areas.
- 11.5.4.4. The street crossings should have a high level of design consideration in terms of traffic calming measures such as: signalization, clearly defined boundaries, marked crosswalks and signage, and special paving materials.
- 11.5.4.5. Traffic calming measures such as pedestrian signalization should be considered at the Meeting House Road intersection. Truck and pedestrian conflicts are currently a problem at this intersection.
- 11.5.4.6. Within these zones, the location of vehicular service entrances, and parking access and egress should be located away from the pedestrian realm to avoid interfering with pedestrian circulation and activity.

- 11.5.4.7. Special design considerations must be given to the ease of access and circulation for the handicapped within these zones.
- 11.5.4.8. Porter Avenue and Porter Avenue West are special pedestrian oriented streets within the Pedestrian Priority Zones and should be designed with a higher emphasis on landscaping and pedestrian amenity, such as special paving materials, roll curb edges to extend the boundaries of the public realm, pedestrian scaled lighting and special signage.
- 11.5.4.9. Open Space areas within these zones should be used for amenities that cater to the pedestrian and cyclist and should not be used for surface parking.
- 11.5.4.10. A strategy to replace the surface parking of the United Church site should be considered to extend the boundaries of the Rail Junction Public Square and include the church within the public square context. A future below grade shared parking scenario should be considered with adjacent properties as development around the church occurs.
- 11.5.4.11. Surface parking should not be permitted within, or directly adjacent to the Pedestrian Priority Zones, but opportunities for on-street parking should be encouraged and identified.

11.5.5 Heritage Conservation

- 11.5.5.1. All new development shall respect Kipling's heritage assets and contribute to its heritage character. The objectives for the conservation of Kipling's heritage assets are:
 - a. To ensure that the scale and massing of new development contributes to the heritage character and attributes of the area.
 - b. To ensure that open spaces, green corridors and trail connections are considered part of the area's heritage resources.

11.5.6 Parks and Open Space

The park and open space framework defines the desired future character and function of the various components that form the open space system, including parks, enhanced streets, trails, bike paths and civic uses. The intent of this framework is to guide private developments and public investments towards the creation of a consistent and inter-connected system of public and private open spaces and to identify opportunities to

maximize the amount of open space available. Parks are shown on Schedule 11.5.F.

- 11.5.6.1. The total park and open space requirement in relation to total proposed development is based on:
- a. 1022 units.
 - b. Park requirement based on 1ha/300units = 3.4 ha (8.4 acres)
 - c. Total proposed park space achieved in the Vision = 2.0 ha (5.0 acres), see Map 11.5.F: Proposed Parks, Parkettes and Public Squares.
- 11.5.6.2. Additional open space opportunities include:
- a. Trails
 - b. Fairgrounds, heritage landscape
 - c. Neighbourhood parks
 - d. Neighbourhood school open space amenities
 - e. TRCA lands - River Corridors and Conservation Lands
 - f. Public realm enhancements - streets and nodes
- 11.5.6.3. The total amount of parkland required in accordance with the proposed Vision is approximately 3.0 ha (7 acres). Currently, there are no opportunities along Kipling Avenue to achieve parks of a neighbourhood park scale or greater. The existing Fire Hall site would permit a small neighbourhood park at the south end of the corridor, and the industrial lands. The industrial lands provide the best opportunity to achieve a significant open space amenity and one that is central to the corridor.
- 11.5.6.4. There are additional open space opportunities that will not offset the parkland requirement of 1ha/300units, however, they should be considered as opportunities to increase the overall open space amenity for the Corridor. The development of a significant and connected trail system throughout the Corridor and better use of the river corridors provide significant open space opportunities. The City, in conjunction with the TRCA, should consider locations within the conservation lands where additional recreational uses can be accommodated without detriment to the natural system.
- 11.5.6.5. As well, there are opportunities to use a portion of the Fairgrounds land for recreational purposes, especially at the northern end where trail connections to the east and west river corridors can be integrated. Other recreational opportunities include the utilization

of the neighbouring schools such as the Christian District High School, which have significant open space and play facilities. The existing parks and community centres are also within a five to ten minute walking distance from Kipling Avenue. These open space opportunities are described in further detail in the following sections.

11.5.7 Open Spaces

The Kipling Avenue Corridor is characteristically defined by three major open space systems that constitute the larger mass of the open space network: the Rainbow Creek, the Humber River Corridor, and the Fairgrounds. These larger open space systems should play a major role in achieving a connected, accessible open space network as well as in achieving a connected neighbourhood fabric. The neighbourhood parks, parkettes, plazas and public squares should provide a fine grain layering of open spaces that support and enhance the larger system. Kipling Avenue should function as the central north-south spine that connects all aspects of the open space network.

11.5.7.1. Open spaces are shown on Map 11.5.E.

11.5.7.2. The following policies apply to Rainbow Creek and Humber River:

- a. Publicly accessible areas and trails within the valley corridors should be easily accessible, connected and clearly defined in order to protect the natural flora and fauna of the conservation lands.
- b. The trail system within the valleys should be well connected throughout, providing opportunities to partake in views, key features and destinations within the system as well as providing opportunities to commute to the various adjacent neighbourhoods.
- c. The industrial lands located within the TRCA floodplain boundaries shall form part of the Rainbow Creek public open space, allowing for increased opportunity for new trails and additional open space amenity as described in the following guideline.
- d. New open spaces within the industrial lands should be considered and enhanced as opportunities to increase the publicly accessible neighbourhood park amenities with compatible recreational uses such as a children's play area connected to the trails.
- e. The existing mature tree canopy should be protected and enhanced at every

opportunity, especially along Rainbow Creek where residential development is being proposed. Other significant opportunities for enhancement exist around the Fairgrounds and should be considered in conjunction with enhancing the trail system. Any form of enhancement to the natural system within TRCA jurisdiction must be undertaken in accordance with the TRCA Act.

- f. Trail heads and access points to the valley corridors should be clearly defined and signed from Kipling Avenue.
- g. Bike parking racks should be provided in the new parks, at the entrance to the valley trails, and along Kipling Avenue where possible.

11.5.7.3. The following policies apply to Kipling Avenue:

- a. Kipling Avenue should be the focus for beautification and enhancement of the public realm, with key pedestrian nodes such as the Woodbridge/Kipling Avenue intersection and the Kipling Avenue Junction as the main focus of social activity. The Avenue should be defined by a cross section that is organized to accommodate at a minimum, enhanced landscaping and street furniture, a comfortable pedestrian walking zone and a zone for retail and café spill-over.
- b. This would include a defined palette of materials that contribute to creating an overall cohesiveness and character for the Corridor such as street signage, benches, garbage and recycling, and pedestrian scaled lighting.
- c. Materials used along the Corridor should be of high quality to provide longevity to the streetscape and should allow ease of maintenance and servicing. The style of materials should strengthen the identity for the Corridor and complement the existing heritage fabric.
- d. Where possible, new streetscaping should integrate any existing mature trees within the streetscape master plan and enhance all heritage landscape frontages with additional planting.

11.5.7.4. The following policies apply to The Fairgrounds:

- a. A new landscape design should be applied to the Fairgrounds that maintains the existing open field, enhances the existing uses, and accommodates additional programmed activity.
- b. A new landscape should also define the racetrack boundaries and the Fairgrounds edges, enhance the surrounding existing mature canopy and conservation lands, and focus views to the river valley and to the eastern Woodbridge

neighbourhoods.

- c. A continuous trail connection should be accommodated around the perimeter of the Fairgrounds and connect to the surrounding neighbourhoods and to Kipling Avenue.
- d. Porter Avenue, which is the “gateway” entrance to the Fairgrounds, should be clearly defined by a double alleé of street trees and enhanced landscaping including pedestrian scaled lighting and signage. This streetscape should also be applied to the new “Porter Avenue West” to create a continuous east/west landscaped connection of open spaces.

- 11.5.7.5. The following policies apply to Neighbourhood Parks, Parkettes and Public Squares:
- a. The proposed and existing neighbourhood parks, parkettes, and public squares within the Corridor should be designed, programmed and furnished to meet the day-to-day open space needs of the community
 - b. Existing parks, parkettes, and public squares should be enhanced where possible, with additional trees, landscaping and furnishings that are in keeping with the overall vision and palate of materials for the Corridor.
 - c. There should be a hierarchy of use and programming established for the parks in order to ensure a range of uses to meet the needs of a variety of users and age groups.
 - d. New neighbourhood parks, parkettes, and public squares should be planned with enough flexibility to accommodate special or additional programming, such as community gatherings, and special events.
 - e. New neighbourhood parks, and parkettes, should be designed with high quality materials, innovative design, and the newest technology in play facilities.
 - f. Any park along Kipling Avenue should be visible and publicly accessible with clear views in and throughout and have an open face to Kipling Avenue.
 - g. Parks should have adequate lighting and signage for ease of use and access.
 - h. The public squares should be designed to support social events, street related events and activities and day-to-day gathering. These spaces should be the forum for art related activity and art display.
 - i. To ensure maximum utilization and presence in the community, the public squares should be fronted by animated uses with a high level of transparency, such as
 - j. restaurants, cafés and market venues.
 - k. Extending the pavement treatment from the public square onto the street can give

the space further prominence while delineating an extended space that can be occasionally utilized for large scale events.

- 11.5.7.6. The following policies apply to Pedestrian Nodes:
- a. There are two key pedestrian nodes along Kipling Avenue: the Kipling/Woodbridge Avenue Intersection and the “Kipling Avenue Junction”.
 - b. Pedestrian nodes occur at key junctures along Kipling Avenue and function as gateways to other surrounding open spaces and to the neighbourhoods east and west of Kipling Avenue.
 - c. Pedestrian nodes provide places to meet, congregate and increase social activity and pedestrian amenities. The nodes provide opportunities to celebrate the heritage character of the Corridor and are the focus for high quality enhanced streetscaping treatments.

11.5.8 Open Space Connections

11.5.8.1. Open Space Connections are shown on Map 11.5.G.

11.5.8.2. A connected system of parks and open space should service all aspects of the Corridor and the surrounding neighbourhoods and should be made publicly accessible by a completed trail network.

Enhanced Streetscapes

11.5.8.3. All new and existing neighbourhood streets should provide continuous streetscaping to contribute to the overall tree canopy.

11.5.8.4. Special enhanced landscape treatments should be applied to streets that function as gateways and/or are identified as pedestrian priority zones, such as Porter Road and an enhanced Porter Road West.

Pedestrian Connections

11.5.8.5. Pedestrian connections should be provided within the public realm to ensure ease of access and permeability throughout the Corridor, such as midway connections through blocks and through all public parks and open spaces.

Pedestrian Crosswalks

- 11.5.8.6. Safety measures should be applied at key pedestrian crossings along Kipling Avenue and Parkside Drive, including signal lights and enhanced streetscape treatments and road paving materials.
- 11.5.8.7. Pedestrian crosswalk materials and design should be in keeping with the overall Streetscape Master Plan Vision for Kipling Avenue.
- 11.5.8.8. Recommended locations for pedestrian crosswalks are at the intersections of Kipling Avenue and Meeting House Road, Kipling Avenue and Porter Avenue, Porter Avenue West and the new Parkside Drive, and Woodbridge Avenue and Kipling Avenue.

Bike and Pedestrian Trails

- 11.5.8.9. All development shall implement the requirements of the City of Vaughan's Pedestrian and Bicycle Master Plan.
- 11.5.8.10. The new trail system proposed in the Vision should expand and enhance the Pedestrian and Bicycle Master Plan.
- 11.5.8.11. All existing and proposed parks and public open spaces within the Corridor should be connected to, and made accessible by, the new trail network.
- 11.5.8.12. The bike trail along Kipling Avenue should be incorporated in the Streetscape Master Plan for Kipling Avenue in the form of bike lanes, as proposed in the City of Vaughan's Pedestrian and Bicycle Master Plan.
- 11.5.8.13. Where possible, Neighbourhood and Valley trails should be accessible from Kipling Avenue and access points should be demarcated with trail signage that is in keeping with the overall vision for signage and wayfinding.

11.5.9 Landmark Sites, Gateways and Nodes

Landmarks, nodes and gateways, as shown on Map 11.5.H, are the special places and features within the Corridor and are meant to define and enhance the character and identity of the Corridor as well as provide specific functions at strategic locations.

Landmark Sites / Signature Architecture

- 11.5.9.1. The Landmark Sites, as identified in Map 11.5.H include both, locations for signature architecture and open spaces. Collectively, these sites should help define the Kipling Avenue Corridor as a distinct and special place within Woodbridge.
- 11.5.9.2. Obtaining LEED building standards and incorporating green building technologies for new developments/buildings will also contribute to the area as a distinct and special place.
- 11.5.9.3. The following policies apply to Open Space Landmarks:
- a. Most of the open space landmark sites are heritage features and are dispersed along the Corridor. These sites constitute a variety of forms from memorial sites at a small scale to the Fairgrounds and Rainbow Creek at a much larger scale. Most of the sites are not immediately visible from Kipling Avenue and provide an element of surprise and discovery along the Corridor. The accessibility to, and visual presence of, such sites should be enhanced through measures such as discrete signage, trail connections, enhanced landscaping, visible art elements, and mapping of the sites posted at the nodes along Kipling Avenue.
 - b. The open space landmark sites should be given special treatment in terms of quality of landscaping, materials and design that are unique to each open space.
 - c. Opportunities to enhance the distinct characteristics of the existing landmark sites should be considered as a first priority such as, enhanced landscaping and additional tree planting for the mature canopy of the northern gateway landmark site, which can then be augmented by an architectural feature within the landscape as a terminus to the Avenue.
- 11.5.9.4. The following policies apply to Signature Architecture Landmarks:
- a. Most of the significant built form landmarks are focused around the new neighbourhood development west of Kipling Avenue and the entrance gateway buildings at Porter Avenue West; as well as the Woodbridge/Kipling Gateway.
 - b. The design of the buildings should reinforce the distinct character of the area and showcase a high quality of architecture and materials.
 - c. The collective of new buildings proposed within the new Parkside Drive neighbourhood should together, display a landmark quality and stature that will contribute to the enhancement of the river valley and define the scenic character

of Parkside Drive.

- d. The built-form should demonstrate high quality materials and innovative design that allows for physical and visual integration and interplay of the valley landscape and that provides a human scale comfort for pedestrians.
- e. Built-form elements should include having numerous openings and mid-block pedestrian connections to the valley; visually accessible courtyards and gardens; as well as terraces, balconies, and green roofs as outdoor amenity space and as opportunities to landscape at each above grade level.
- f. The same should apply for the buildings proposed for the Woodbridge/Kipling Gateway, which collectively, should display a language of architectural features that defines and demarcates the node as a key focal point.
- g. Buildings should also work individually to provide a diversity and interest in architectural form that establishes a pleasing and comfortable built form and public realm.
- h. The buildings at the Woodbridge/Kipling Gateway should also contribute to the visual interest as seen from the Woodbridge Core with architectural elements and function to orient people towards the Core.
- i. Individually, each building should contribute to the architectural diversity and interest along Parkside Drive, and to the visual interest of the valley corridor and public open spaces, with architectural features that provide identifiable visual landmarks from the neighbourhood west.
- j. All buildings along the valley edge should therefore front the street as well as the valley and back building uses such as servicing and parking entrances should be visually hidden from the valley, parks and pedestrian trails.
- k. Buildings at the new Porter Avenue West gateway should display a corner articulation as a focal point to the entrance of Parkside Drive and to frame views west toward the river valley.
- l. Buildings at the “Rail Junction Public Square” should enhance the existing heritage United Church building and tower and other heritage properties, and should contribute with visually prominent elements to demarcate the public square along the Avenue and to frame views toward the river valley west.
- m. Buildings around the public square should have architectural features that enhance the quality of public areas, reinforce neighbourhood and district identity, and provide a sense of enclosure and orientation for the public realm.

- 11.5.9.5. The following policies apply to Primary Gateways:
- a. The primary gateways are located at the Woodbridge and Kipling Avenue Intersection, at the “Rail Junction Public Square”, and at Kipling Avenue North at the bend of the road. The primary gateways serve to define the boundaries of the Corridor in terms of establishing an identifiable character, place, and quality. Each gateway is considered as a distinct node with unique characteristics.
 - b. Woodbridge Avenue and Kipling Avenue Gateway: A framing of higher density development, signature architectural buildings, at-grade pedestrian activity, and a new pedestrian public square define this Gateway. Buildings should be articulated at the corners with primary entrances facing the street, with a high level of streetscaping to identify the gateway as a distinct place and to organize pedestrian and vehicular movement.
 - c. The Kipling Avenue Junction: This gateway celebrates the entrance to the new Parkside Drive neighbourhood and highlights the presence of two major open space systems within the Kipling Avenue Corridor. A new landscaped public square with flexible space to service the new neighbourhood and existing community, an enhanced streetscape treatment along Kipling Avenue, the Public Square, and the Porter Avenue entrances (east and west) defines the Kipling Avenue Junction Gateway.
 - d. Kipling Avenue North: The gateway treatment for the northern end of Kipling Avenue should represent the distinct mature landscape character of the Corridor, as the gateway is situated in the most treed area of the Avenue and at a key northern trailhead. A gateway feature can be represented in the form of enhanced landscaping or art and should incorporate trail signage and way-finding information.
- 11.5.9.6. The following policies apply to Secondary Gateways:
- a. The secondary gateways are located at Meeting House Road and at the intersection of the new Parkside Drive and Porter Avenue West.
 - b. The secondary gateways are key entryways into the neighbourhoods west and east of Kipling and are identified as places that require enhanced streetscaping at the intersections such as special landscaping and paving materials, enhanced frontages to corner heritage buildings, and signalized pedestrian crosswalks.

11.5.9.7. The following policies apply to Potential Public Art Sites:

- a. Public art can help to establish a unique identity and can contribute to enhancing the quality of the public realm in ways that conventional streetscape elements cannot. Key locations for public art that have been identified include the primary and secondary gateway nodes, especially those that are defined with heritage sites, new and existing parks, parkettes and public squares. There are also opportunities to display public art in the Fairgrounds, such as in the form of a gateway treatment or as a focal point to guide views out towards the valley.
- b. Public art may include memorials, statues, water features, or individual art installations and can be incorporated in street furniture, signage and wayfinding, and should be located at visually prominent sites, public squares, parks, gateways, along sidewalks, at trail heads and/or in association with public and heritage buildings.
- c. Art installations associated with heritage sites should contribute to and not take away from the heritage character, architecture and quality of the heritage building and landscape.
- d. Art installations associated with the valley corridors should contribute to and not take away from the quality and character of the landscape and natural system, should not interrupt key views and vistas, and should not be disruptive of the natural flora and fauna of the valley lands.
- e. Public art installations should serve as accents to the Corridor, as orienting devices for moving about, and as focal points in public open spaces.
- f. The scale of art installations should correspond to the visual prominence of the site.

11.5.9.8. The following policies apply to Transit and Trail Node:

- a. Three nodes along the Avenue, as illustrated in Map 11.5.H, are identified as key locations for information kiosks for pedestrian and bike trails as well as bus routes, and should be incorporated in a signage and wayfinding strategy for the Avenue.

11.5.10 Public Realm Enhancements

11.5.10.1. Public realm enhancements and increased parkland can be achieved through land use designations of Parks or public squares, or public realm improvements will be negotiated through the City's development processes and can be achieved through:

- a. The Private Sector - via private development agreements in the form of parkland

dedication, where such lands will be developed and conveyed to the City of Vaughan for parkland or public realm improvement purposes.

- b. The Public Sector - via ongoing municipal capital improvement programs aimed at parkland acquisition, parkland development, and streetscape improvements as identified in the Streetscape Master Plan, as well as other future streetscape initiatives.

11.5.11 General Land Use Policies

The Kipling Avenue area is intended to become a “complete” neighbourhood, with a “fine-grain” mix of land uses located within walking distance. The area is also intended to accommodate a different range of housing types, which will derive in part from different densities.

- 11.5.11.1. Map 11.5.A delineates the boundaries and location of the following land use designations:

- a. Low-Rise Residential
- b. Mid-Rise Mixed-Use
- c. Mid-Rise Residential
- d. High-Rise Mixed-Use
- e. High-Rise Residential
- f. Private Open Space – The Fairgrounds
- g. Parks
- h. Natural Areas
- i. Site Specific Policies – The Floodplain

- 11.5.11.2. General land use policies that apply to all land use designations are:

- a. Commercial uses may include retail and office uses, and in neighbourhood designations may include ancillary commercial uses such as a corner store. Commercial uses, particularly retail should be located at grade level and face the street.
- b. Civic uses shall be limited to the following: government offices, libraries, community centres and places of worship.
- c. Commercial uses are only permitted as part of a mixed-use building.
- d. Structures that include commercial uses must be a minimum of 2 storeys and a minimum of 7 meters high.
- e. Parking areas and parking structures, with the exception of those located within

the **Low-Rise Residential** designation, must not be visible from the street.

Wherever possible parking lots should not be visible from public parks, parkettes or public squares.

- f. Drive-through facilities, gasoline service stations, gas bars and uses that require outdoor storage, are not permitted.

11.5.11.3. For the purpose of calculating density, Floor Space Index (FSI) shall be the Gross Floor Area of a development divided by the Gross Site Area. The deployment of allowable density must not result in buildings exceeding the maximum number of storeys or the maximum lot coverage.

11.5.11.4. The area included in the calculation of residential density shall include areas of a property reserved for setback requirements, the land for the buildings, private roads and driveways, parking areas and landscaping, amenity areas related to the specific development, or any other part of the property where development is restricted through policy or design, but shall exclude all other lands such as natural conservation areas.

11.5.12 **Low-Rise Residential A**

11.5.12.1. The **Low-Rise Residential A** designation represents development within the healthy neighbourhood fabric.

11.5.12.2. Notwithstanding policy 9.2.1.5, the maximum building height within **Low-Rise Residential A** areas shall be 8.5 meters (2 storeys).

11.5.12.3. Notwithstanding policy 11.7.12.1, the minimum building height within **Low-Rise Residential A** areas shall be 4.0 meters (1 storey).

11.5.12.4. The maximum lot coverage within **Low-Rise Residential A** areas shall be 40%.

11.5.12.5. The minimum setback within **Low-Rise Residential A** areas shall be 4.5 meters.

11.5.12.6. Notwithstanding policy 9.2.1.6, the maximum density within **Low-Rise Residential A** areas shall be 0.5 FSI.

11.5.12.7. Notwithstanding policies 9.2.1.1 residential units shall be permitted within **Low-Rise**

Residential A areas identified on Map 11.5.A.

11.5.12.8. Notwithstanding policy 9.2.2.1, the permitted building types are Detached Houses and Semi-Detached Houses pursuant to Section 9.2.3.

11.5.12.9. Notwithstanding 11.7.12.8 above, permitted building types on the frontage facing Gate House Court shall include only Detached Houses to maintain the character of the existing residential court.

11.5.13 Low-Rise Mixed-Use

11.5.13.1. The **Low-Rise Mixed-Use** designation represents a low scale, mixed-use area, with a healthy residential base that provides amenities and ancillary retail for adjacent neighbourhoods. This area is focused around Kipling Avenue, north and south of Woodbridge Avenue. The intent is to allow uses along Kipling Avenue to evolve and adapt, as the demand for commercial and retail space changes. This area is ideal for grade-related live-work units that may change overtime, as new residential neighbourhoods are established, towards the west.

11.5.13.2. Notwithstanding policy 9.2.1.5 the maximum building height within **Low-Rise Mixed-Use** areas shall be 11.0 meters (3 storeys).

11.5.13.3. The minimum building height within **Low-Rise Mixed-Use** areas shall be 8.5 meters (2 storeys).

11.5.13.4. The maximum lot coverage within **Low-Rise Mixed-Use** areas shall be 50%.

11.5.13.5. The minimum setback **Low-Rise Mixed-Use** areas shall be 3.0 meters.

11.5.13.6. Notwithstanding policy 9.2.1.6 the maximum density within **Low-Rise Mixed-Use** areas shall be 0.6 to 1.0 FSI.

11.5.13.7. Notwithstanding policy 9.2.1.1, the following broad variety of residential, commercial, recreational and open space, uses will support the heritage character of Kipling Avenue, and a healthy pedestrian environment:

- a. residential units and live-work units;

- b. small scale, grade related and service commercial, business and professional office, daycares, and eating establishments, as part of a mixed-use building with a maximum gross floor area of 100 square metres; and,
 - c. parks and public squares.

- 11.5.13.8. Notwithstanding policy 9.2.2.4 the following building types are permitted, pursuant to Section 9.2.3:
 - a. Detached House
 - b. Semi-detached House
 - c. Townhouses
 - d. Low-Rise Buildings

- 11.5.13.9. Kipling Avenue has the highest concentration of heritage resources within the Corridor. Notwithstanding the allowable height and setbacks, all new construction must abide by the guidelines for transitioning from heritage resources outlined in policy 11.5.1.2.

- 11.5.14 Low-Rise Residential B**
- 11.5.14.1. The **Low-Rise Residential B** designation represents a transition between the Mid-Rise Residential areas and areas with a lower-scaled residential use.

- 11.5.14.2. Notwithstanding policy 9.2.1.5 the maximum building height within **Low-Rise Residential B** areas shall be 11.0 meters (3 storeys).

- 11.5.14.3. The minimum building height within **Low-Rise Residential B** areas shall be 8.5 meters (2 storeys).

- 11.5.14.4. The maximum lot coverage within **Low-Rise Residential B** areas shall be 60%.

- 11.5.14.5. The minimum setback **Low-Rise Residential B** areas shall be 3.5 meters.

- 11.5.14.6. Notwithstanding policy 9.2.1.6 the maximum density within **Low -Rise Residential B** areas shall be 0.7 FSI.

- 11.5.14.7. Notwithstanding policy 9.2.1.1 residential uses are permitted in the areas designated **Low-Rise Residential B**.

- 11.5.14.8. Notwithstanding the foregoing, the lands immediately west of the 5 storey building located at 8026 Kipling Avenue are subject to the following:
- a. a maximum height of 2 storeys (8.5 metre) for residential units.
 - b. in addition to the uses permitted in policy 11.5.15.7, the following additional uses are permitted:
 - i. one convenience retail store located at grade, with a maximum GFA of 100 square metres as part of a residential building; and,
 - ii. parkettes and public squares.
- 11.5.14.9. Permitted uses for the heritage building include small scale, grade related neighbourhood amenity uses, such as a daycare, service commercial, or art studios.
- 11.5.14.10. Notwithstanding 9.2.2.3. the following building types are permitted, pursuant to Section 9.2.3:
- a. Semi-Detached House
 - b. Townhouses
 - c. Stacked Townhouses

11.5.15 Low-Rise Residential C

- 11.5.15.1. The **Low-Rise Residential C** designation represents a transition between the Mid-Rise Residential areas and areas with a lower-scaled residential use.
- 11.5.15.2. Notwithstanding policy 9.2.1.5 the maximum building height within **Low-Rise Residential C** areas shall be 13.0 meters (4 storeys).
- 11.5.15.3. The minimum building height within **Low-Rise Residential C** areas shall be 8.5 meters (2 storeys).
- 11.5.15.4. The maximum lot coverage within **Low-Rise Residential C** areas shall be 80%.
- 11.5.15.5. The minimum setback **Low-Rise Residential C** areas shall be 4.5 meters.
- 11.5.15.6. Notwithstanding policy 9.2.1.6 the maximum density within **Low-Rise Residential C** areas shall be 2.0 FSI.

- 11.5.15.7. Notwithstanding policy 9.2.1.1, the following uses are permitted:
- a. residential uses.
 - b. one convenience retail store located at grade, with a maximum GFA of 100 square metres as part of a residential building; and,
 - c. parkettes and public squares.
- 11.5.15.8. Permitted uses for the heritage building include small scale, grade related neighbourhood amenity uses, such as a daycare, service commercial, or art studios.
- 11.5.15.9. Notwithstanding 9.2.2.3. the following building types are permitted, pursuant to Section 9.2.3:
- a. Semi-Detached House;
 - b. Townhouses;
 - c. Stacked Townhouses; and,
 - d. Low-Rise Buildings

11.5.16 Mid-Rise Mixed-Use:

- 11.5.16.1. The **Mid-Rise Mixed-Use** designation represents the primary retail and commercial centre for the area. It is also intended to concentrate a significant residential population. It is focused at the intersection of Woodbridge Avenue and Kipling Avenue. The intent of the Plan is to establish an animated, pedestrian-oriented, and compact urban environment.
- 11.5.16.2. Notwithstanding policy 9.2.1.4 the maximum building height within **Mid-Rise Mixed-Use** areas shall be 13 meters (4 storeys) podium with 19 metre (6 storeys) maximum, stepping back on a 45 degree angular plane from the podium.
- 11.5.16.3. The minimum building height within **Mid-Rise Mixed-Use** areas shall be 8.5 meters (2 storeys).
- 11.5.16.4. The maximum lot coverage within **Mid-Rise Mixed-Use** areas shall be 60%.
- 11.5.16.5. The minimum setback **Mid-Rise Mixed-Use** areas shall be 0.0 meters (consider 3.0 meters when additional public realm is required).

11.5.16.6. Notwithstanding policy 9.2.1.6 the maximum density within **Mid-Rise Mixed-Use** areas shall be 3.0 FSI.

11.5.16.7. Notwithstanding policy 9.2.1.1, the following broad variety of residential, commercial, employment, institutional, civic, recreational and open space uses will support a “fine-grained” urban street and a healthy pedestrian environment:

- a. residential units;
- b. small scale, grade related retail and service commercial, cafes and restaurant uses as part of a contiguous mixed-use building, with a maximum gross floor area of 200 square metres, where the street frontage width of any individual store front does not exceed a maximum of 10 metres;
- c. small scale office uses that are a contiguous component of a mixed-use building, (located at grade);
- d. public and institutional uses, public health facilities, places of worship, cultural and social facilities, (located at grade);
- e. community facilities such as day care facilities, parks and public squares, (located at grade).

11.5.16.8. Notwithstanding policy 9.2.2.6 the following building types are permitted, pursuant to Section 9.2.3:

- a. Townhouses
- b. Low-Rise buildings
- c. Mid-Rise buildings

11.5.16.9. The street-facing ground level shall not include residential uses.

11.5.16.10. Stand alone, single use buildings are not permitted.

11.5.16.11. All buildings must be sited close to, and fronting, the street right-of-way.

11.5.17 Mid-Rise Residential

11.5.17.1. The **Mid-Rise Residential** designation is intended to develop a residential neighbourhood that integrates residential and open space uses oriented to a scale that is pedestrian friendly.

- 11.5.17.2. Notwithstanding policy 9.2.1.5 the maximum building height within Mid-Rise Residential areas shall be 13 meters (4 storeys) podium with 19 metres (6 storeys) maximum, stepping back on a 45 degree angular plane from the podium.
- 11.5.17.3. The minimum building height within **Mid-Rise Residential** areas shall be 8.5 meters (2 storeys).
- 11.5.17.4. The maximum lot coverage within **Mid-Rise Residential** areas shall be 80%.
- 11.5.17.5. The minimum setback **Mid-Rise Residential** areas shall be 3.0 meters
- 11.5.17.6. Notwithstanding policy 9.2.1.6 the maximum density within **Mid-Rise Residential** areas shall be 2.5 FSI.
- 11.5.17.7. Notwithstanding policy 9.2.1.1 and 9.2.2.3 permitted uses include:
- a. residential units
 - b. parkettes and public squares;
 - c. one convenience retail store located at grade, with a maximum GFA of 100 square metres as part of a residential building.
- 11.5.17.8. Notwithstanding policy 9.2.2.5 the following building types are permitted, pursuant to policy 9.2.3:
- a. Townhouses
 - b. Low-Rise buildings
 - c. Mid-Rise buildings
- 11.5.17.9. Notwithstanding policy 9.2.2.2 and 9.2.3.3, a maximum of 4 storeys are permitted facing the street. Additional storeys must stepback at a 45 degree angle.

11.5.18 Private Open Space - The Fairgrounds

- 11.5.18.1. The Fairgrounds is a unique area within Vaughan and requires a site specific designation. The intent of this Secondary Plan (and of the Woodbridge Heritage Conservation District) is to conserve the Fairgrounds as a significant cultural heritage landscape, and as a significant open space amenity within Vaughan.

- 11.5.18.2. Notwithstanding policy 9.2.1.5 the maximum building height within **Private Open Space- The Fairgrounds** shall be 11.0 meters (3 storeys).
- 11.5.18.3. In addition to policy 9.2.1.1 and 9.2.2.16, permitted uses include:
- a. uses permitted in the Park designation per policy 11.5.19;
 - b. outdoor exhibits and fairs;
 - c. outdoor markets;
 - d. a track for the racing of animals;
 - e. any general farming, agricultural use or animal husbandry, which is not obnoxious to the public welfare, and such uses or enterprises as are customarily carried on in the field of general agriculture;
 - f. office space associated with the management of the Fairgrounds;
 - g. ancillary buildings associated with the Fairgrounds activities, may be considered and shall be designed to contribute to the framing and layout of the Fairgrounds;
 - h. does not include a track for the racing of snowmobiles or any type of motorized vehicle, golf courses, golf driving ranges or miniature golf courses.

11.5.19 Parks

- 11.5.19.1. The **Parks** designation represents a variety of publicly accessible land uses that centre on an open space, ranging from a naturalized woodlot to a hard-landscaped public square. It is the intent of this Secondary Plan to develop a diverse range of open space types, connected through a larger network of open spaces.
- 11.5.19.2. Permitted uses include:
- a. parks, playgrounds, sport and athletic fields, picnic areas, swimming pools, day camps, and outdoor passive amenities;
 - b. indoor and outdoor recreational facilities;
 - c. cultural uses;
 - d. public utilities, where required; and,
 - e. does not include a track for the racing of animals, snowmobiles or any type of motorized vehicle, golf courses, golf driving ranges or miniature golf courses.
- 11.5.19.3. **Parks** must be publicly accessible.
- 11.5.19.4. **Parks** must be easily accessible to pedestrians.

- 11.5.19.5. When a private property abuts an open space, buildings shall be designed to front the open space, with doors and windows, creating a built form edge to the public open space.
- 11.5.19.6. Blank walls, surface parking, garages, structured parking, and service areas should not front directly onto an open space / park.
- 11.5.19.7. Lands utilized for stormwater management facilities should not be considered as any part of the parkland dedication requirement provided through the Planning Act.

11.5.20 Regional Storm Flood Plain and Abutting Natural Areas

The **Regional Storm Flood Plain** and abutting **Natural Areas** (lands that extend from the flood plain to the TRCA Regulation Limit, whether in public or private ownership), are intended to conserve and enhance the natural ecosystem and to maintain biological diversity within Vaughan. Natural Areas have been identified by the TRCA and are regulated and managed by the TRCA and the City of Vaughan. The TRCA Regulation Limit is the area subject to the TRCA's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation (Ontario Regulation 166/06). The Regulation Limit does not represent the development limit. The development limit is established through the application review process. Proposed development works for properties located within the Regulation Limit Area will require a permit under the Ontario Regulation 166/06.

Regional Storm Flood Plain

- 11.5.20.1. Properties within the Kipling Avenue Study Area are, for the most part, above the flood line, meaning, these properties are located outside of the **Regional Storm Flood Plain**. Properties, or parts of a property that lie within the flood plain or Natural Areas as determined by the TRCA, must seek approval by the City of Vaughan and the TRCA for any development including:
 - a. construction and/or reconstruction;
 - b. change of use to a building;
 - c. site grading;
 - d. temporary or permanent placement or removal of fill material; and,
 - e. the interference and alterations to watercourses, including the
 - f. construction of storm water management ponds and outfalls.

Natural Areas

- 11.5.20.2. Notwithstanding policy 9.2.1.1 permitted uses within **Natural Areas** include compatible recreational uses such as trails and low impact playgrounds;
- 11.5.20.3. No Conservation Lands shall be used in calculating the lot frontage, lot area, coverage or yards required for a development, or be considered as any part of the parkland dedication requirement provided through the Planning Act.
- 11.5.20.4. A minimum 10 metre ecological buffer from the greater of the stable top of bank, dripline of significant vegetation or Regional Storm Flood Plain shall be provided to the City of Vaughan, outside of the development lot or block, adjoining a valley or stream corridor, as part of the public open space system.

11.5.21 Urban Design - Built Form

The built form framework defines the desired future character and function of built elements within the Kipling Avenue Corridor Area. The intent is to ensure that new buildings reinforce a coherent, harmonious and appealing urban environment, as well as contribute to the enhancement of the public realm.

Height Zones

- 11.5.21.1. Height, in this Secondary Plan, is determined by the land use designations as follows:
- a. **Low-Rise Residential A** – 4 m (1 storey) minimum; 8.5 m (2 storeys) maximum
 - b. **Low-Rise Mixed-Use** – 8.5 m (2 storeys) minimum; 11 m (3 storeys) maximum
 - c. **Low-Rise Residential B** – 8.5 m (2 storeys) minimum; 11 m (3 storeys) maximum
 - d. **Low-Rise Residential C** – 8.5 m (2 storeys) minimum; 13 m (4 storeys) maximum
 - e. **Mid-Rise Mixed-Use** – 8.5 m (2 storeys) minimum; 19 m (6 storeys) maximum
 - f. **Mid-Rise Residential** – 8.5 m (2 storeys) minimum; 19 m (6 storeys) maximum.
 - g. **Parks** – n/a
 - h. **Regional Flood Plain/Natural Areas** – n/a
 - i. **Private Open Spaces – The Fairgrounds** – 11 m (3 storeys) maximum
- 11.5.21.2. To ensure that the building envelope and height make a positive contribution to adjacent properties and the public realm, the following must be considered with all new or renovated buildings:
- a. Consider the human scale:

- i. The “human scale” makes reference to the experience of the building mass in relation to the size of its users. Buildings and the elements which constitute the façade must have a proportion and scale that is welcoming to its users. For example, the relative size of a door, a window, or a staircase should be proportioned with the scale of users. The human scale is most important in areas that are accessible or visible from the public realm, such as the first few storeys of a building facing the street.
- b. Encourage a fine grain:
 - i. A “fine grain” makes reference to a pattern of buildings, or design elements within a building, that are small in scale and change frequently, thereby creating a dynamic and animated environment for pedestrians.
 - ii. Buildings should be visually divided into a hierarchy of building volumes, facades that introduce a pattern of doors and windows, and a ground level that offers a variety of experiences in a short interval. Avoid large blank walls or an uninterrupted building mass.
- c. Consider sunlight and shadows:
 - i. Light and shade are one of the most measurable ways in which a building mass will have an impact on its surroundings. New buildings should be able to maximize the development potential, without causing undue shadow impacts on adjacent properties or public spaces.
 - ii. Protecting adequate sunlight penetration for residential uses and public spaces, including streets, parks, open spaces and other recreational areas, will be most important during the spring and fall seasons.
- d. Provide a continuous podium:
 - i. In areas such as the Woodbridge Avenue and Kipling Avenue commercial node, pedestrians will interact closely with the first 2 to 4 storeys of a building. At this level it is important to provide a continuous street wall. The continuity of the building base along the full length of the property and street with animated uses is a good way to provide a well-defined and welcoming pedestrian environment.
 - ii. Additional height, above the podium base, should step-back. Terracing higher portions of the building will protect views, sunlight penetration, and the skyview.
- e. Provide a transition in heights:
 - i. Notwithstanding the allowable height, buildings should respect the scale of

adjacent buildings by providing a proper transition in heights. Designing a proper transition is most important when new development is adjacent to: heritage properties, a lower density land use, or a public open space.

Building frontages, orientation and placement

- 11.5.21.3. Building frontages, orientation and placement are shown on Map 11.5.I.
- 11.5.21.4. The siting of buildings, in terms of their location within a property and in terms of the orientation of their facades, are a critical factor in the definition of a welcoming and safe pedestrian environment along streets and public spaces.
- 11.5.21.5. All building frontages must be oriented toward public streets and other public spaces, in order to clearly define the public realm, create a consistent street wall, and to create an attractive street environment for pedestrians.
- 11.5.21.6. All buildings within the study area, oriented toward public streets, must have clearly defined primary entry points that open directly on to the public sidewalk.
- 11.5.21.7. For all new development, buildings must be sited to first address the intersection or corner locations, secondly the primary street frontages, and thirdly the local street frontages and other publicly accessible open spaces.
- 11.5.21.8. Architectural features are encouraged at all corner building locations to enhance the visual prominence and identity of the Corridor.
- 11.5.21.9. Buildings located along the river valley and/or any other public space must have double frontages; facing both the street and the river valley and/or any other public space, but will only require primary entry points from the street.
- 11.5.21.10. Pavilion style buildings within a public square must have frontages on all sides and service entrances for these buildings should be kept to a minimum and be discretely integrated in the design of the building facades.
- 11.5.21.11. For all new development, parking will not be permitted between the edge of the public right-of-way or public realm and the building face or setback area.

Minimum Building Front-yard Setbacks

- 11.5.21.12. To achieve a continuous street wall for all streets within the area, and especially along Kipling Avenue, a set of building setback conditions must be applied for all new development, as illustrated in Map 11.5.J. Generally, a minimum 3 metre building setback should be applied along most streets within the Corridor except at commercial nodes, where building restrictions exist (such as at the existing northern zero setback condition of the heritage church at Porter Avenue West), and along all neighbourhood streets within the Low-Rise Residential fabric. The building setback conditions identified on Map 11.5.J apply for all new development except where heritage contributing buildings on either side of the subject site are set further back from the front property line; then the setback will be the average of the front yard setbacks of the two properties on either side.
- a. With the exception of some parts of Kipling Avenue, Woodbridge Avenue and intersection, and a few of the existing neighbourhood streets, the minimum building setback should be 3.0 metres from the right-of-way.
 - b. Along Woodbridge Avenue, and at the Woodbridge/Kipling Avenue gateway, there should be a zero setback condition to the right-of-way. The City of Vaughan may require additional setbacks in conditions where streetscape and public realm improvements are needed to create an improved pedestrian environment.
 - c. Along the special streets such as Porter Avenue East and West, with the exception of the existing heritage church pinch point on the southern side of Porter Avenue West, there should be a minimum 4.5 metre setback from the right-of-way to accommodate enhanced landscaping, special streetscape features and green connections to major open spaces within the Corridor.
 - d. All new main roadways such as Parkside Drive and Rainbow Creek Road should have a minimum 3.0 metre building setback from the right-of-way.
 - e. All other residential streets should have a minimum 4.5 metre building setback from the right-of-way.
 - f. Buildings adjacent to the valley lands must meet the setback requirements of the TRCA Regulation Limit.

Views

- 11.5.21.13. As Kipling Avenue runs along a topographic ridge, significant views open towards the river valleys east and west. These views are a defining characteristic of the Corridor, and provide a significant opportunity to establish a quality urban experience. These

views, as identified in Map 11.5.K, must be protected and enhanced.

- a. Existing views to the river valleys should be maintained and enhanced.
- b. New views to the valley corridors should be established where ever possible.
- c. Where possible, view opportunities should be associated with, and be accessible along, the trail system.
- d. Views to open space and built form landmarks should be maintained and enhanced.

Ground Level Use, Entrances

- 11.5.21.14. The design, use and animation of the ground level of buildings are significant elements in defining the character and experience of the street as a welcoming and safe pedestrian environment. Ensuring that buildings provide an attractive and animated face, especially at the ground level, is a priority.
- a. All mixed-use buildings, or buildings with a commercial use must have the commercial use located at grade and have identifiable at grade entrances fronting the street.
 - b. All commercial use building entrances must be flush with the public sidewalk.
 - c. All corner buildings should have corner entrances where possible.
 - d. All ground levels uses, including residential uses, should have a prominent presence on the street.
 - e. All residential units located at grade must have a direct entrance from the street that functions as a front door and has the characteristics of a front door.

Corner and terminus sites

- 11.5.21.15. Corner and terminus sites are shown on Map 11.5.I.
- 11.5.21.16. Some sites, buildings and/or portions of buildings, given their visual prominence, have a special role to play within the urban design of the street.
- a. To enhance the distinction and landmark quality of new buildings on corner or visual terminus sites, modest exceptions to special features of buildings are permitted to stepbacks of 3 metre maximum and height to 3 metre maximum restrictions may be permitted to encourage massing and designs that accentuate the visual prominence of the site – architectural treatments can include tall slender elements such as spires or turrets that are complimentary to the surrounding heritage character.

- b. New developments on corner sites should orient to both street frontages.
- c. New developments on terminus sites should align design features to the view axis which, in addition to tall elements, can include aligned entries or portico openings.
- d. As new development on corner and terminus sites can shape the image and character of an area, they should have greater civic obligations to ensure that the highest possible standards in design and material quality are achieved.

Parking and Servicing

- 11.5.21.17. Parking and servicing are a necessary aspect of any development. They should be fully integrated within buildings, and directly linked to the areas where they are most effective. In general, parking and servicing should be located within the development block, and not adjacent to, and or visible from, the street or pedestrian areas.
- a. Wherever possible, parking for new developments should be provided below-grade and accessed by a rear or side yard lane.
 - b. Surface parking and service areas should be located to the rear of a development and generally not visible from the street.
 - c. Where surface parking or service areas are exposed, they should be designed to include landscaping, clearly marked pedestrian access and paths, lighting and buffered with landscaping such as hedges or shrub planting and/or other mitigating design measures.
 - d. Where a structured public parking facility is visible, it should be designed to be integrated into the surrounding context by using similar façade articulation and materials, including small openings that function as ‘windows’.
 - e. Where a structured parking facility fronts onto a street or public space, the building frontage should be faced with active uses.

Landscaping and Amenity

- 11.5.21.18. For new development, especially in areas where there are higher building heights and densities, private open space enhancements are encouraged as part of the built form design in order to contribute to the visual aesthetics and quality of the public realm.
- a. On broad sidewalks in retail areas, outdoor spill-out activities such as patios are encouraged to further animate the street.
 - b. Roof gardens should be encouraged on all above-grade surfaces especially on structured parking roof tops.
 - c. Balconies should be designed as an integral part of the building rather than

appearing to be “tacked-on”.

- d. Courtyards, forecourts and other intimate spaces accessible to the public and animated with at-grade uses are encouraged.

11.5.22 Heritage Conservation

A significant part of the Kipling Avenue Corridor area lies within the Woodbridge Heritage Conservation District (Woodbridge HCD Study Area). The Woodbridge HCD Study, to date identifies that the heritage character of certain areas within the Woodbridge Core, Kipling Avenue and some adjacent streets should be conserved. To do so, it describes the heritage character and prescribes guidelines to manage change within a defined district boundary.

- 11.5.22.1. Heritage conservation is a core principle of this Secondary Plan. The Plan considers that heritage conservation of heritage properties (See Map 11.5.M), structures and landscapes, is key to achieving an attractive and liveable urban environment that will be cherished by residents and visitors alike. To this end:
 - a. Heritage resources and/or properties within the boundary of the Woodbridge HCD must abide by the policies and guidelines of the Woodbridge HCD Plan. Where conflict may arise between both documents, the Woodbridge HCD Plan will take precedence over this Secondary Plan.
 - b. Properties beyond the boundary of the Woodbridge HCD, must be sympathetic to the heritage character and attributes described in the Woodbridge HCD Plan and provide an appropriate transition to the Woodbridge HCD.
 - c. Properties that contain heritage resources that have been listed or designated as part of the City of Vaughan Heritage Inventory, must conserve the heritage character and heritage attributes identified as part of the listing and/or in the Designation Report.
 - d. Properties that are adjacent or near heritage resources that have been listed or designated as part of the City of Vaughan Heritage Inventory, must be sympathetic to the heritage character and attributes identified as part of the listing and/or in the Designation Report.
 - e. Notwithstanding the above, the City of Vaughan may require a Heritage Impact Assessment as part of the application process for any municipal approval including new construction, renovation or demolition of a structure or landscape. The City of Vaughan may also require a Conservation Plan secured by a letter of credit, as

part of any municipal approval, for properties where heritage resources have been identified either as part of the City of Vaughan Heritage Inventory, as part of the Woodbridge HCD, or as a result of the Heritage Impact Assessment.

11.5.23 Transitions of New Buildings in Relation to Heritage Resource

11.5.23.1. One of the key driving factors for this Secondary Plan is the conservation of the existing heritage fabric within the Kipling Corridor which includes structures and landscapes and open space that contribute to the existing heritage character. The intent is to establish a framework for development that guides the integration of new structures within the existing heritage context, mainly along Kipling Avenue.

11.5.23.2. The Kipling Avenue Corridor Study supports the recommendation of the Woodbridge HCD Study in relation to the existing contributing heritage fabric which states that, “new and renovated structures and landscapes, as well as additions to existing structures and landscapes, must be sympathetic to the heritage character and the heritage attributes of ‘adjacent’ heritage resources. The term ‘adjacent’ includes properties that a) touch; b); form part of a cluster; c) form part of a continuous street wall; and d) are visible from each other.

11.5.23.3. Once approved, the Woodbridge HCD will be the governing policy over this study and will be used as the mechanism to conserve the structures and landscapes that contribute to the HCD’s heritage character, and to manage the introduction of new structures and landscapes in such a way that they harmonize with heritage resources and contribute to the district’s heritage character.

The HCD Study Guidelines

11.5.23.4. The following guidelines, as established in the Woodbridge HCD Study, shall be used to assist in the process of achieving the proper transition of building scales, heights and presence in order to create a harmonious relationship between new structures and landscapes with contributing properties that fall within heritage resources within the Kipling Avenue Corridor Area.

11.5.23.5. The term “contributing buildings” describes the buildings that have been identified through the Woodbridge HCD Study as contributing to the heritage character of the Woodbridge HCD, and which cultural heritage value must be conserved. A list of the

properties with contributing buildings is included on Schedule 11.5.M.

- a. Conservation of Heritage Resources
 - i. Buildings and structures listed as 'contributing' in the Woodbridge HCD may not be demolished or moved.
 - ii. The City of Vaughan may require a Heritage Impact Assessment when it considers that cultural heritage value may exist, or be effected by any new construction.
- b. Conservation of Heritage Character
 - i. Contributing buildings display a variety of setbacks and side yard conditions, reflecting the different construction periods and original use.
 - ii. New development must be sympathetic to this character and must develop in a way that does not detract, hide from view, or impose in a negative way, on existing heritage contributing resources, as per the following height and setback guidelines.
- c. The historic setbacks of contributing buildings should be maintained and contributing buildings should not be relocated to a new setback line. New buildings must be sympathetic to the setbacks of adjacent contributing buildings.
- d. Height Guidelines
 - i. The height of contributing buildings should be maintained.
 - ii. New buildings must be sympathetic to, and transition from, the height of adjacent contributing buildings with a minimum 45 degree angular plane, starting from the existing height of the contributing building, measured at the building's edge.
- e. Sideyard and Backyard Setback Guidelines
 - i. New buildings must setback from contributing buildings a distance equivalent to half the height of the contributing building.
 - ii. Consideration may be given to the construction of new buildings, and additions to contributing buildings, adjacent to, or joining with, contributing buildings only when:
 - A. new construction is located in the parts of the contributing building that is not visible from the street or from a public space;
 - B. new construction is setback from the street frontage of the contributing building, maintain the heritage character of the street;
 - C. the parts of the contributing building that will be enclosed or hidden from view by the new construction, do not contain significant heritage attributes; and,

- D. new construction contributes to the district's heritage character.
- f. Frontyard Setback Guidelines
 - i. The historic setbacks of contributing buildings should be maintained and contributing buildings should not be relocated to a new setback line. New buildings must be sympathetic to the setbacks of adjacent contributing buildings.
 - ii. When new buildings are located adjacent to existing contributing buildings that are set back from the property or street line, new buildings should transition back to the setback line of existing contributing buildings in order to maintain open views and vantage points from the street to the contributing buildings.
- g. Along Kipling Avenue, where heritage contributing buildings are set further back from the recommended 3.0 metre minimum building setback line, any new development adjacent to the heritage contributing building must be set back, at a minimum, to a line measured at 45 degrees from the front corner of the existing heritage contributing building, (see Map 11.5.L, Diagram E).
- h. Landscape Guidelines
 - i. New buildings and landscapes must contribute to the heritage character and attributes of adjacent contributing landscapes such as parks, public squares, open spaces, recreational areas, and landscaped areas within private properties.
 - ii. Pedestrian connections between adjacent landscaped areas should be maintained and enhanced.
 - iii. Significant visual connections between adjacent landscaped areas should be maintained and enhanced.
 - iv. New and renovated buildings must provide an active, welcoming façade facing significant landscapes and public spaces.
- i. Architectural Character Guidelines
 - i. New Buildings-Architectural Design
 - A. Within the heritage district new architecture will invariably be constructed. This will occur as buildings on vacant sites, replacement buildings for non-contributing existing structures or severely deteriorated older buildings.
 - B. New buildings will fall into two categories, replica or reconstructed build-

- ings and contemporary buildings.
- ii. Replica / reconstructed buildings
 - A. On some sites the opportunity may exist to replicate a formerly existing structure with a new building or as a part of a larger building proposal. This approach is to be encouraged where good documentary evidence exists. The replication of a historic building should proceed in a similar manner to the restoration of an existing but altered or deteriorated structure.
 - B. Design of the building should be based upon documentary evidence including photographs, maps, surveys and historic design/construction drawings.
 - C. Replica designs should be prepared by practitioners skilled in historic research and historic construction design and detailing.
 - D. The interior space and basic structure of a replica building is not required to, but may also, use historic materials or details as long as the exterior presentation replicates the original structure.
 - iii. New buildings in the heritage district
 - A. Entirely new buildings may be proposed where no previous buildings existed, or where original buildings are missing or severely deteriorated, and where non contributing buildings have been removed.
 - B. The intention in creating designs for new buildings should not be to create a false or fake historic building, instead the objective must be to create a sensitive well designed new structure “of its time” that fits and is compatible with the character of the district and its immediate context. Designers of new buildings in the district should have a proven track record respecting the creation of designs in similar historic contexts.
 - C. The design of new buildings in the HCD should carefully consider requirements elsewhere in this document for density, scale, height, setbacks, coverage, landscape open space, view corridors, angular plane and shadowing. Further, character areas have been identified in the district. Each character area has identifiable characteristics including commercial mainstreet as opposed to residential, building scale spacing and setback, which should also be understood and respected.
 - D. Architectural considerations include the following attributes: contempo-

rary design, material pallet, proportions of parts, solidity verses transparency and detailing.

- iv. Contemporary design
 - A. Contemporary work should be “of its time”. This is consistent with the principals stated in the Venice Charter, Appleton Charter and other Charters recognized internationally as a guide for heritage work. This does not mean that new work should be aggressively idiosyncratic but that it should be neighbourly and calmly, respectfully, fit its “village” context while at the same time representing current design philosophy. Quoting the past can be appropriate, however, it should avoid blurring the line between real historic “artifacts”, buildings, bridges and other structures.
 - B. Contemporary as a design statement does not simply mean current. Current designs with borrowed detailing inappropriately, inconsistently, or incorrectly used, such as pseudo- Victorian detailing, should be avoided.
- v. Material pallet
 - A. Whereas there is a very broad range of materials in today’s design pallet, materials proposed for new buildings in the district should include those drawn from ones historically in use in Woodbridge. This includes brick, stone, stucco, wood siding and trim; glass windows and store-fronts and various metals. The use and placement of these materials in a contemporary composition and their incorporation with other modern materials is critical to the success of the fit of the proposed building in its context. The proportional use of materials, drawing lines out of the surrounding context, and careful consideration of colour and texture, all add to the success of a composition.
- vi. Proportions of parts
 - A. Architectural composition has always had at its root the study of proportion. In various styles rules of proportion have varied from the complex formulas of the classical orders to a more liberal study of key proportions in buildings of the modern movement.
 - B. In the design of new buildings in this heritage district, work should take into account the proportions of buildings in the immediate context and

consider a design with proportional relationships that make a good fit.

- C. An example of this might be windows. Nineteenth century buildings without fail used a vertical proportion system in the design and layout of windows, including both overall windows, singly or in built up groups, and the layout of individual panes.
 - D. In buildings of the art deco and art modern period, windows are often found to be of a horizontal proportion. Although not universally the case, this horizontal proportioning is a character defining feature of these styles.
- j. Solidity Verses Transparency
- A. Similar to proportion, it is a characteristic of historic buildings of the 19th century to have more solid walls with punched windows. This relationship of solid to void makes these buildings less transparent. It was a characteristic that was based upon technology (ability to make large windows and to heat space), societal standards for privacy, and architectural tradition. Buildings of many 20th century styles in contrast use large areas of glass and transparency as part of the design philosophy.
 - B. In this historic district the relationship of solidity to transparency, is a characteristic of new buildings that should be carefully considered. It is an element of fit. The nature of the immediate context for the new building in each of the defined character areas should be studied. The level of transparency in the new work should be set at a level that provides a good fit on the street frontages.
 - C. In the Woodbridge Avenue character area, a main street approach can be taken and a more transparent building permitted between the proportion of 20% solid to 70 % solid.
 - D. In the other character areas this proportion should reflect a more traditional residential proportion of 40% solid to 80% solid.
- i. Detailing
- A. In contemporary design philosophy the expression goes “God is in the details”, this is to say a beautifully detailed building is usually a successful one (alas not always so). In part this is due to the expressive nature of the fundamental construction components of modern buildings.
 - B. In past styles, for example, structure was often hidden behind a veneer of other surfaces and “detailing” was largely provided by the use of

coloured, shaped, patterned or carved masonry and /or added traditional ornament, moldings, finials, cresting and so on. In contemporary buildings every element of a building, such as architectural, structural, mechanical even electrical systems, can potentially add to the artistic composition.

- C. For new buildings, the detailing of the work should once more refer to the nature of the immediate context and the attributes of the area in which it is to be placed.

11.5.24 Parks and Open Space

11.5.24.1. The following Parks policies apply to the Secondary Plan Area:

- a. The City may acquire lands anywhere within the Secondary Plan for the purposes of establishing parkland. The parkland designated by this Plan shall be shown on draft plans of subdivision. Their actual size, configuration and design will be subject to confirmation by the City during the development approval process.
- b. All development applications may be required to identify a potential location for an urban square, to the satisfaction of the City.
- c. Where the City has determined that parkland dedication is not required on an individual development site, cash-in-lieu of parkland dedication shall be payable to the City in accordance with the Planning Act and the City's cash-in-lieu policy.
- d. All parkland design and construction shall be carried out by the City in accordance with the City's Development Charges By-law. However, in the event that the City and the relevant landowner agree that the owner will develop the park, the design, securities and construction for the park will be addressed through an agreement in accordance with the City's "developer-build/parks development policy".
- e. Public squares are intended as formal spaces for passive recreation, in support of the adjacent development. Urban squares should address the following design guidelines:
 - i. Public squares are to be planned as focal points;
 - ii. Relationships with adjacent buildings should provide optimal sunlight penetration, sky view and wind conditions;
 - iii. Streetscape and buildings that abut a public square should be designed to reinforce an interactive relationship between the open space and its adjacent land use;

- iv. Buildings should front onto a public square to create built form edges to the public space;
- v. The landscape along the street frontage, including high canopy street trees, should be complementary on both sides of the street;
- vi. Entry and access points should be located conveniently and incorporate civic design themes; and
- vii. Hard and soft landscape elements and features shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas.

11.5.25 Environmental Policies

11.5.25.1. Redevelopment of lands for residential purposes on lands currently occupied by industrial uses, and abutting or adjacent to industrial uses or CPR lands, shall require that the City and the Ministry of the Environment and Energy be satisfied that there are no environmental or land use impacts. A Phase One and Two Environmental Report shall be submitted.

11.5.25.2. Development shall occur in a manner consistent with the City's philosophy of ecosystem planning which provides for the protection and conservation of the quality of environmental resources. The objectives associated with this principle are:

- a. To provide for a system of storm water management for both water quality and quantity, through the application of state-of-the-art Stormwater Management Practices, designed to protect lands and receiving waters within and outside the Amendment Area from detrimental effects such as erosion, flooding and sedimentation resulting from increased levels and rates of runoff.
- b. To ensure that environmental impacts are addressed in an ecologically responsible manner, consistent with the City's environmental policies.
- c. To encourage environmental remediation measures within new developments, where appropriate.
- d. To encourage the use of passive and active renewable energy sources, where appropriate.
- e. To encourage the use of 'green' technologies in the design of new buildings and infrastructure, where appropriate by providing easy access to public transit.
- f. To reduce vehicular dependency by locating residential and work related uses in

proximity to one another in order to encourage residents to both live and work in vicinity, and by providing easy access to public transit.

11.5.26 Stormwater Management Ponds

- 11.5.26.1. Stormwater management facilities shall be permitted in all land use designations.

11.5.27 Transportation

- 11.5.27.1. Currently the entire Kipling Avenue Corridor is operating at acceptable levels of service.
- 11.5.27.2. The entire Corridor will approach its roadway capacity with the proposed development scenario. The Plan encourages a shift in environment that caters to cyclists and pedestrians, slower speeds to calm traffic, and an increase in the orientation to transit.
- 11.5.27.3. There are opportunities to revise the Kipling Avenue Street cross section north of Woodbridge to include single-sided on-street parking and the addition of two bike lanes.
- 11.5.27.4. Much of the vehicular traffic congestion in the area currently is due to background traffic (vehicular trips through the area, rather than from the area).
- 11.5.27.5. As the proposed development scenario is built out, the increased local traffic will have the effect of reducing through traffic from other areas.
- 11.5.27.6. There are opportunities to redesign Kipling Avenue south of Woodbridge Avenue to have two travel lanes, two parking lanes, bike lanes and no left turning lanes.
- 11.5.27.7. Prior to any development or redevelopment within the Secondary Plan Area, applicants will prepare a detailed traffic impact study to the satisfaction of the City and the Region, which will address in part, but not limited to capacity, access, function, neighbourhood infiltration, transportation and transit objectives.
- 11.5.27.8. Streetscape design for arterial roads, collector roads, and local roads shall be subject to the urban design requirements and policies articulated in this Secondary Plan.
- 11.5.27.9. In terms of streetscape design, the main objectives of the Streetscape Master Plan with

respect to the Transportation System are as follows:

- a. Walkable, connected pedestrian oriented streets.
- b. A reduction of road widths providing ample opportunity for enhanced landscaping and generous sidewalks.
- c. Reduced front car parking garage access onto Kipling and the development of rear lane access where possible.
- d. Defined street edges with frontages to the street.
- e. An elimination of surface parking fronting public streets.
- f. Publicly accessible streets, discouraging private roads and laneways.
- g. A cohesive character and identity for each street typology.
- h. On-street parking and bike lanes where possible.
- i. Safe street and rail crossings.
- j. An identification of opportunities for enhanced streetscape treatments and pedestrian priority zones.
- k. Increased transit service and streetscaping that supports increased transit use.

Street Network

- 11.5.27.10. The Street Network for the Kipling Avenue Corridor area is shown in Map 11.5.D. Notwithstanding which, any additional road, public or private, that is deemed by the City to be necessary to the efficient implementation of this Street Network can be constructed without further amendment of this Secondary plan.
- 11.5.27.11. Reduced roadway and transit standards should be encouraged in order to minimize street widening and increase the opportunity for a generous public realm.
- 11.5.27.12. The Street Network road widths shall be:
 - a. Travel lanes - 3.0m - 3.3m wide
 - b. Combined Travel and Transit lanes - 3.75m wide
 - c. Transit lanes - 3.75m wide
 - d. On-street parking lanes - 2.5m wide
 - e. Bike lanes - 1.45 - 1.5m

Street Connections and Linkages

- 11.5.27.13. The vision strives to achieve a pattern of streets and blocks that enable the present and future development of complete and accessible neighbourhoods for the corridor. As stated in Section 11.5.3: Block Pattern, Street Network and Linkages, achieving a

permeable block system and a fine network of vehicular and pedestrian connections is desirable. As well, establishing new access points and linkages to main streets, parks, public amenities and new residential development is an integral component in the development of the Corridor and in shifting the existing vehicular oriented transportation system to a pedestrian oriented, multi-modal system.

- 11.5.27.14. Additional study and site review should be undertaken to ensure that the values inherent in the Transportation Framework are achieved and are in keeping with the long term vision for the Corridor.

Public Transit

- 11.5.27.15. The street cross-section for Kipling Avenue allows for the continued accommodation of a southbound transit loop as well as the opportunity for increased service. As the Corridor develops, a full time transit service along Kipling Avenue is recommended especially as the new Rainbow Creek neighbourhood develops.
- 11.5.27.16. As well, improved transit facilities should be provided such as increased transit stops, bus shelters and signage. Transit furnishings should be complimentary to the Streetscape Master Plan design and should be considered holistically along with other street furniture, prior to implementation of the master plan. Transit furnishings should also be complementary to the heritage character and should be reviewed by the City of Vaughan Cultural Services Staff and Planning Department Staff.

Parking

- 11.5.27.17. All streets should be considered for on-street parking, especially along Parkside Drive to ensure public access to the river valley trails and parks.
- 11.5.27.18. On-street parking should be accommodated along the main streets such as Kipling and Woodbridge Avenue as it provides a safety buffer for pedestrian movement and increases the opportunity to establish a healthy commercial presence.
- 11.5.27.19. Wherever possible, and as redevelopment occurs, parking garages and front parking access should not be allowed along Kipling Avenue with the exception of the existing heritage buildings that already have this condition. Parking access and garages should be located at the rear of buildings.

- 11.5.27.20. Parking and servicing access to buildings should not be allowed to front Kipling Avenue.
- 11.5.27.21. Landscaping, fencing, architectural elements and other appropriate screening treatments should be provided to reduce the impact of at grade parking (where existing) and service areas, and contribute to the visual continuity of the public realm, ensuring that safety and security measures are maintained.
- 11.5.27.22. Wherever possible, the City shall encourage cash-in-lieu of parking, pursuant to the provisions of the Planning Act and Municipal Act.

11.5.28 Phasing of Development

- 11.5.28.1. Phasing of development may be addressed through the appropriate use of the holding (H) provisions of this plan.
- 11.5.28.2. Development Applications within the new Rainbow Creek residential area shall provide a Phasing Plan which:
 - a. Describes and illustrates how existing and proposed development can be incorporated into the site to achieve the full development potential of the site.
 - b. Identifies the public infrastructures and facilities required to serve the development, including water, sewer, stormwater, roads, transit, parks and open space facilities, and their proposed phased construction.
 - c. Describes the expected financial requirements for such public infrastructure, and the appropriate financial contributions from benefitting landowners.
 - d. Given that the Rainbow Creek area will be undergoing a conversion of land use from the existing industrial uses to residential uses, and that this conversion will occur in different phases as landowners decide to re-develop their particular lands; it is therefore understood that re-development of individual parcels may be dependent on the land use status and zoning of abutting lands. Any development application within the Rainbow Creek industrial lands should adhere to the Ministry of the Environment (MOE) Guidelines pertaining to land use separation distance requirements. The approval of any development applications within the Rainbow Creek industrial lands is conditional upon achieving land use separation distances that are satisfactory to the City of Vaughan.
 - e. It should be noted that the MOE Separation Distance Guidelines apply throughout the Secondary Plan Area.

11.5.29 Developers' Group Agreement

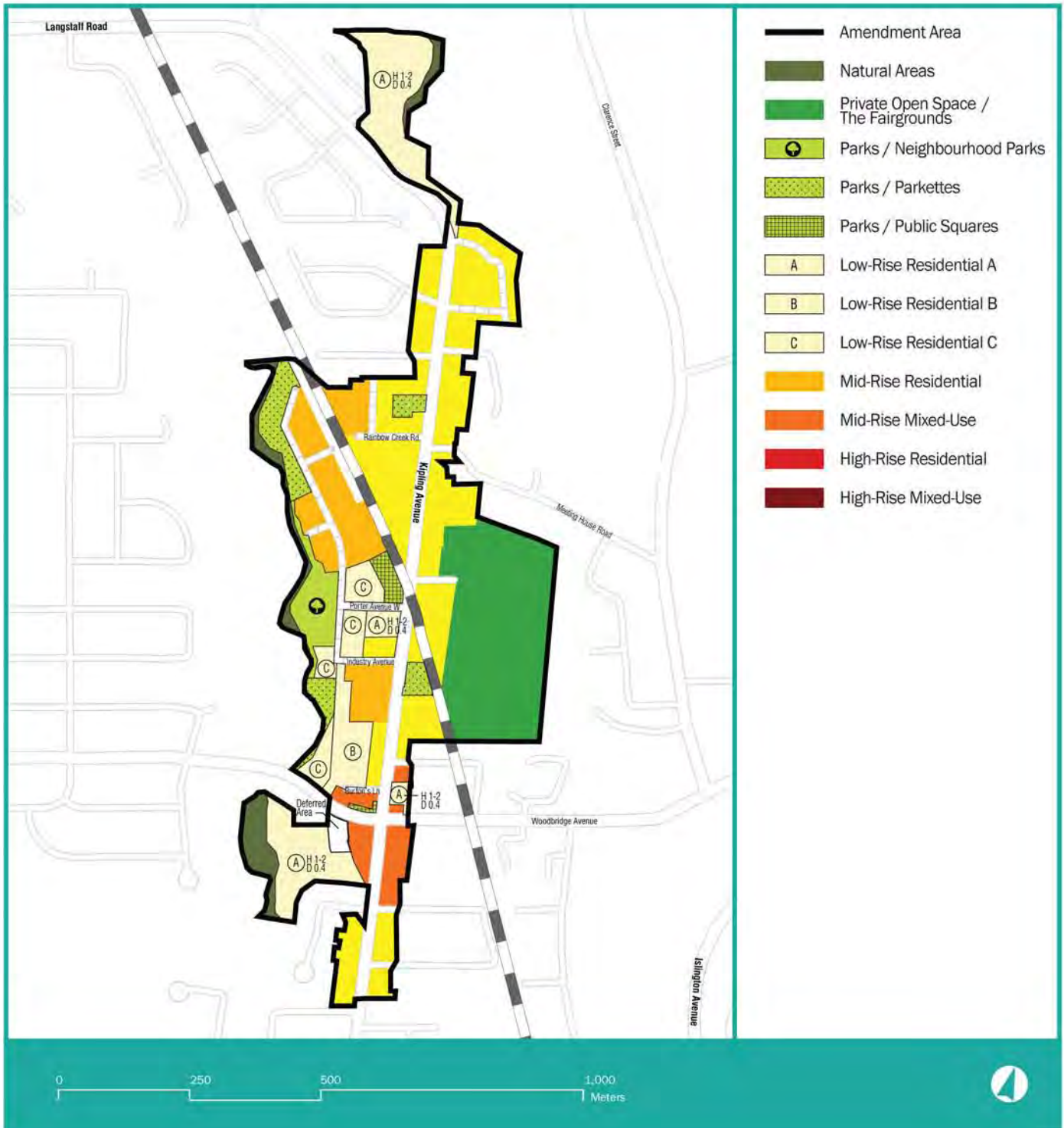
- 11.5.29.1. Prior to final approval of any draft plans of subdivision/draft plan of condominium/site development plan for lands location within the new Rainbow Creek neighbourhood, the landowner shall enter into a developer's group agreement with landowners who fall within their phase of development (Either Phase 1 or Phase 2) to the satisfaction of the City. The agreement shall be regarding, but not limited to, all cost sharing for the particular phase of development, for the provision of parks, cash-in-lieu of parkland, roads and municipal services within that development area. This agreement shall include a provision for additional developers to participate in the Developers' Group Agreement when they wish to develop their lands.
- 11.5.29.2. Prior to final approval of any draft plan of subdivision/draft plan of condominium/site development plan application, the Trustee for each of the phases of development shall provide the City with a letter indicating that the Owner has fulfilled all cost sharing and other obligations of the Rainbow Creek Phase 1 or 2 cost sharing and other obligations of the Developer Agreement.

11.5.30 Interpretation

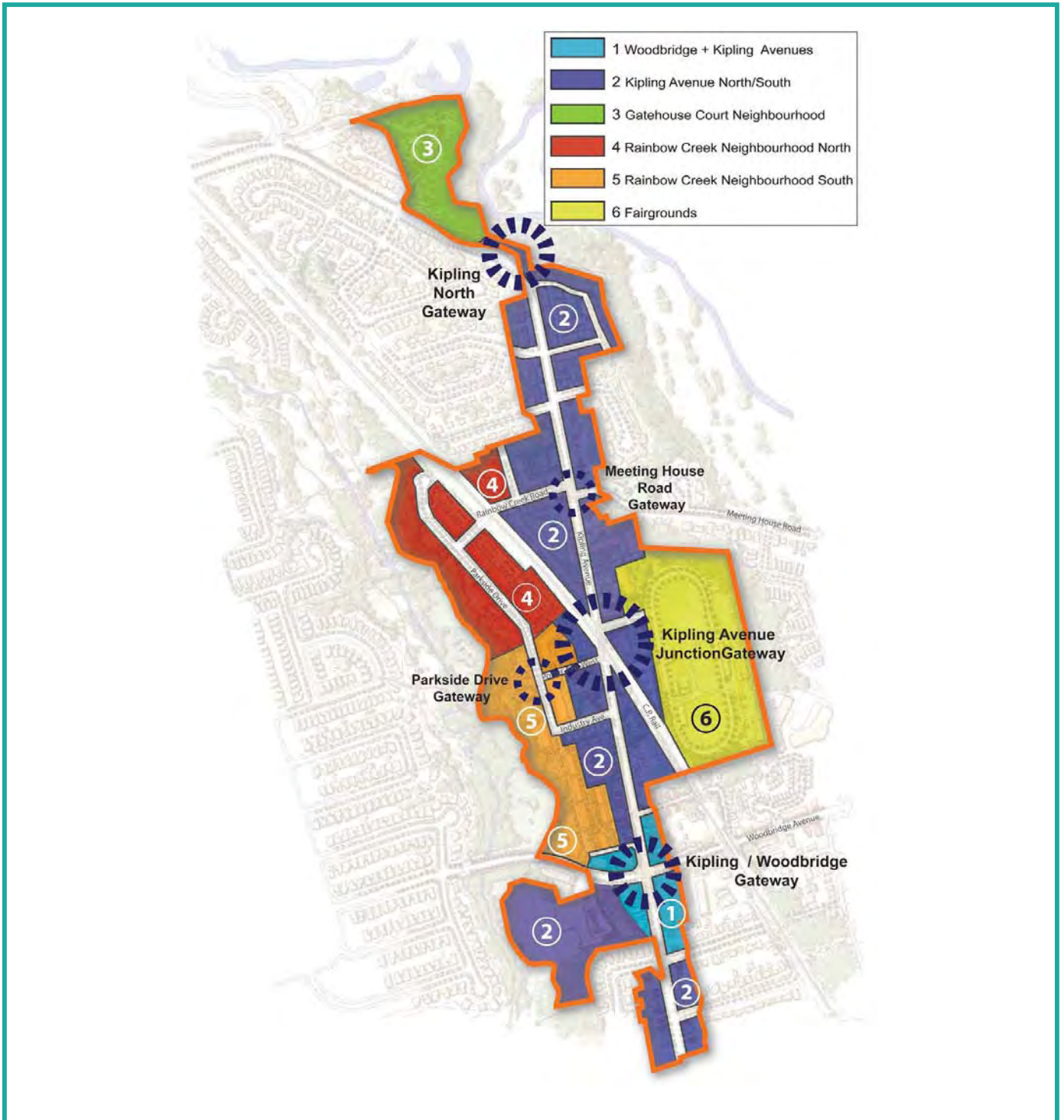
- 11.5.30.1. This Secondary Plan is a statement of policy. It is intended to guide the development of the Amendment Area. Some flexibility in interpretation is permitted, provided the intent of the policies and principles of this Plan are maintained.
- 11.5.30.2. The designation identified on Map 11.5.A are intended to show general areas. Minor adjustments to the boundaries of the designations may occur through the City's approval process without amendment to the Plan, except where the designations are established by fixed boundaries, such as road rights-of-way, or where specifically stated to be fixed in the policies of this Secondary Plan.
- 11.5.30.3. Where lists or examples of permitted uses are provided, they are intended to indicate the possible range and type of uses that are to be considered. Specific uses not listed, but considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land use designation may be recognized as a permitted use and recognized in the implementing zoning by-law.
- 11.5.30.4. Minor variations from numerical requirements in the Plan may be permitted without an

Official Plan Amendment provided that the general intent of the Plan is maintained. Minor variations, in this Secondary Plan, shall mean a maximum of 5 percent variation from the identified numerical requirement.

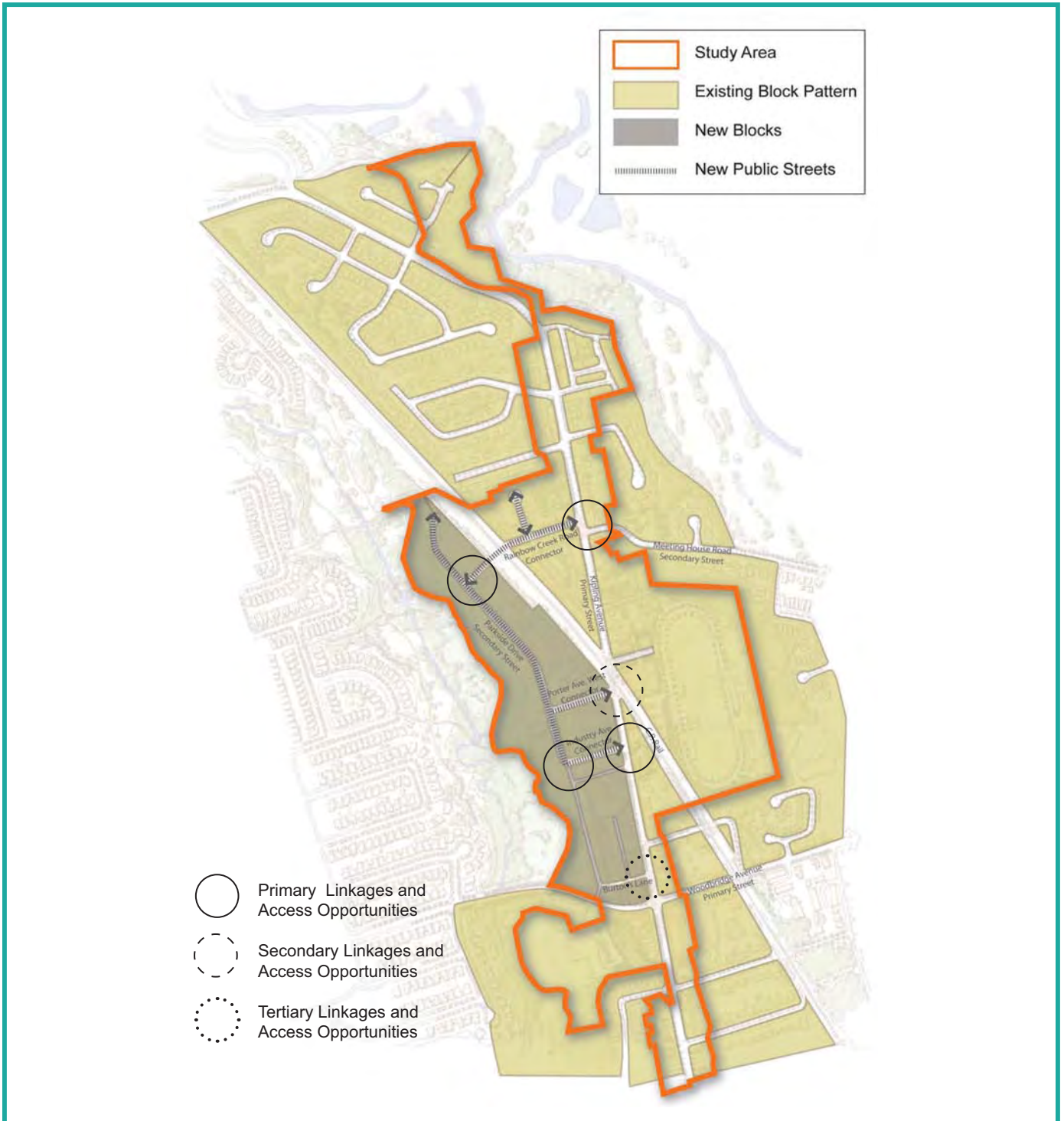
▼ Map 11.5.A
Kipling Avenue - Land Use



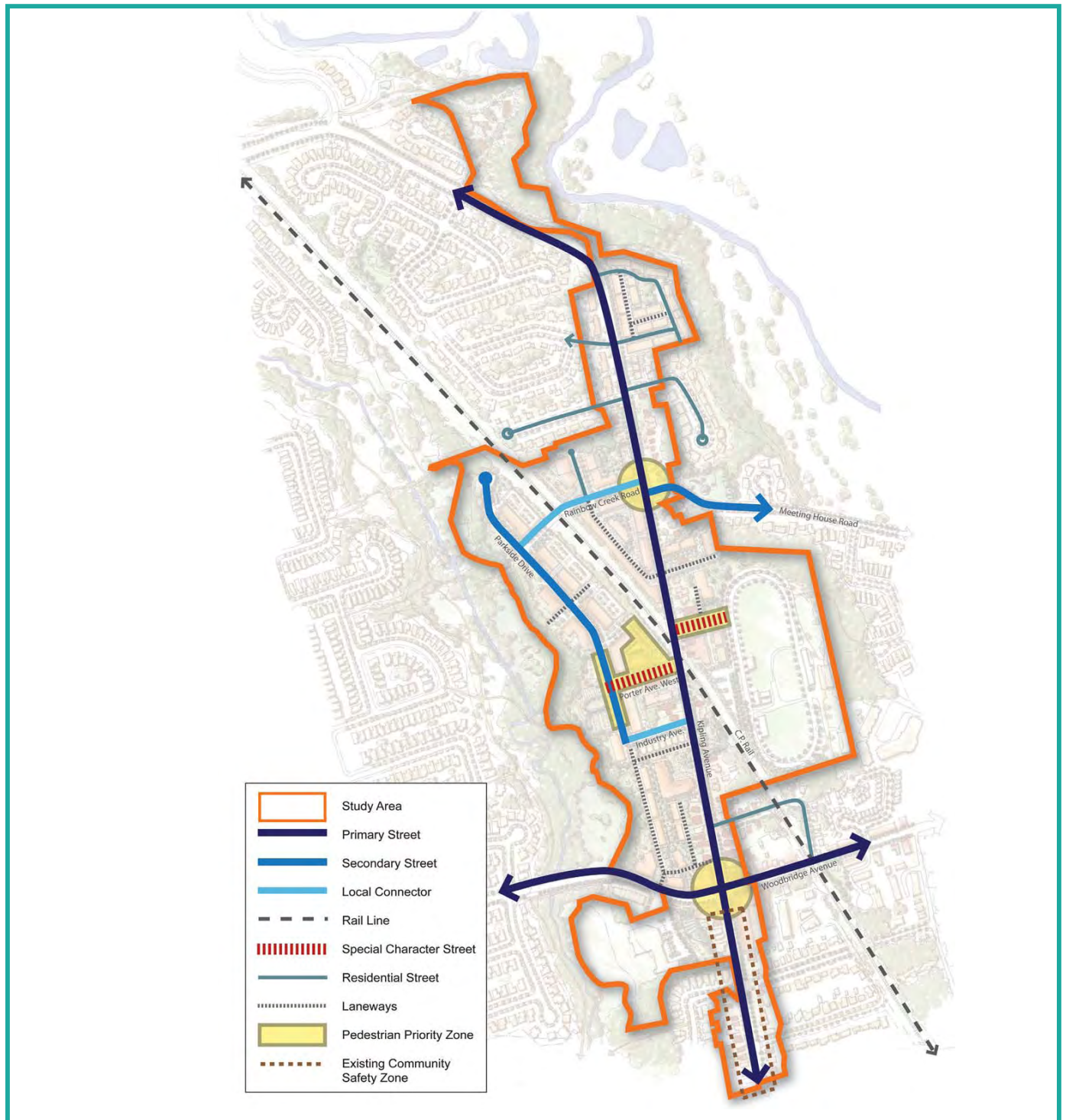
▼ Map 11.5.B
Precincts and Gateways



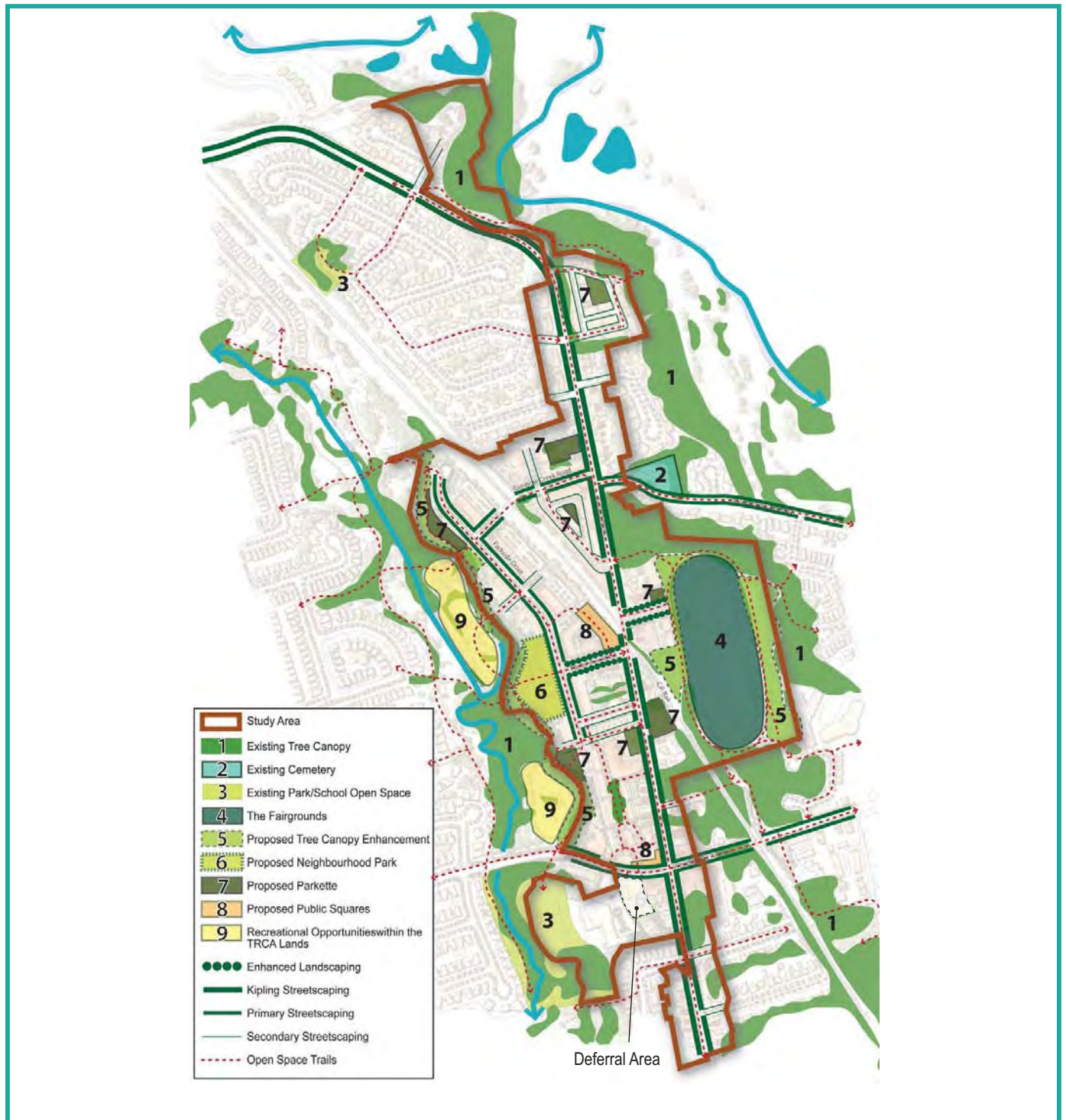
▼ Map 11.5.C
 Block Pattern, Street Network and Linkages



▼ Map 11.5.D
Street Network



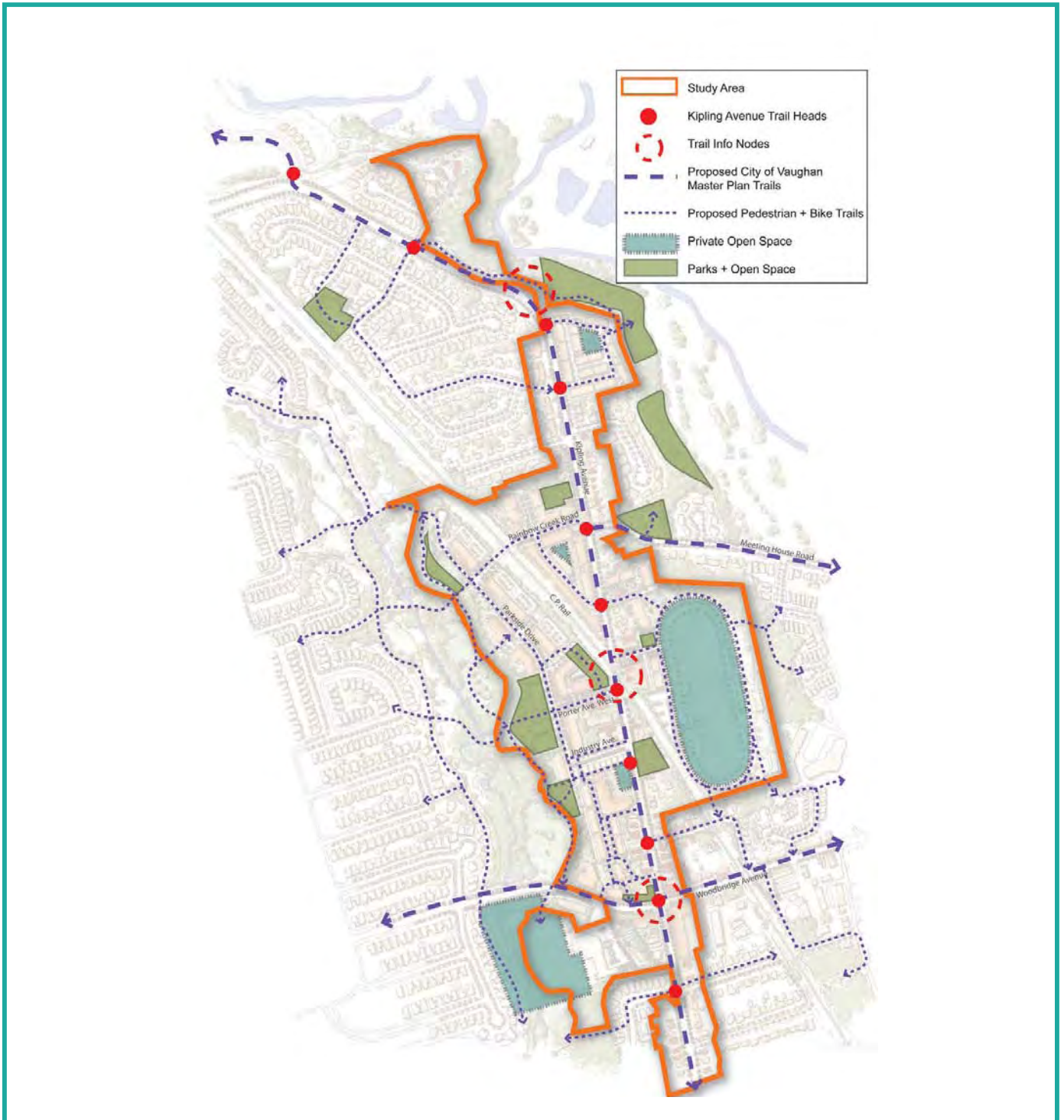
▼ Map 11.5.E
Open Space Framework



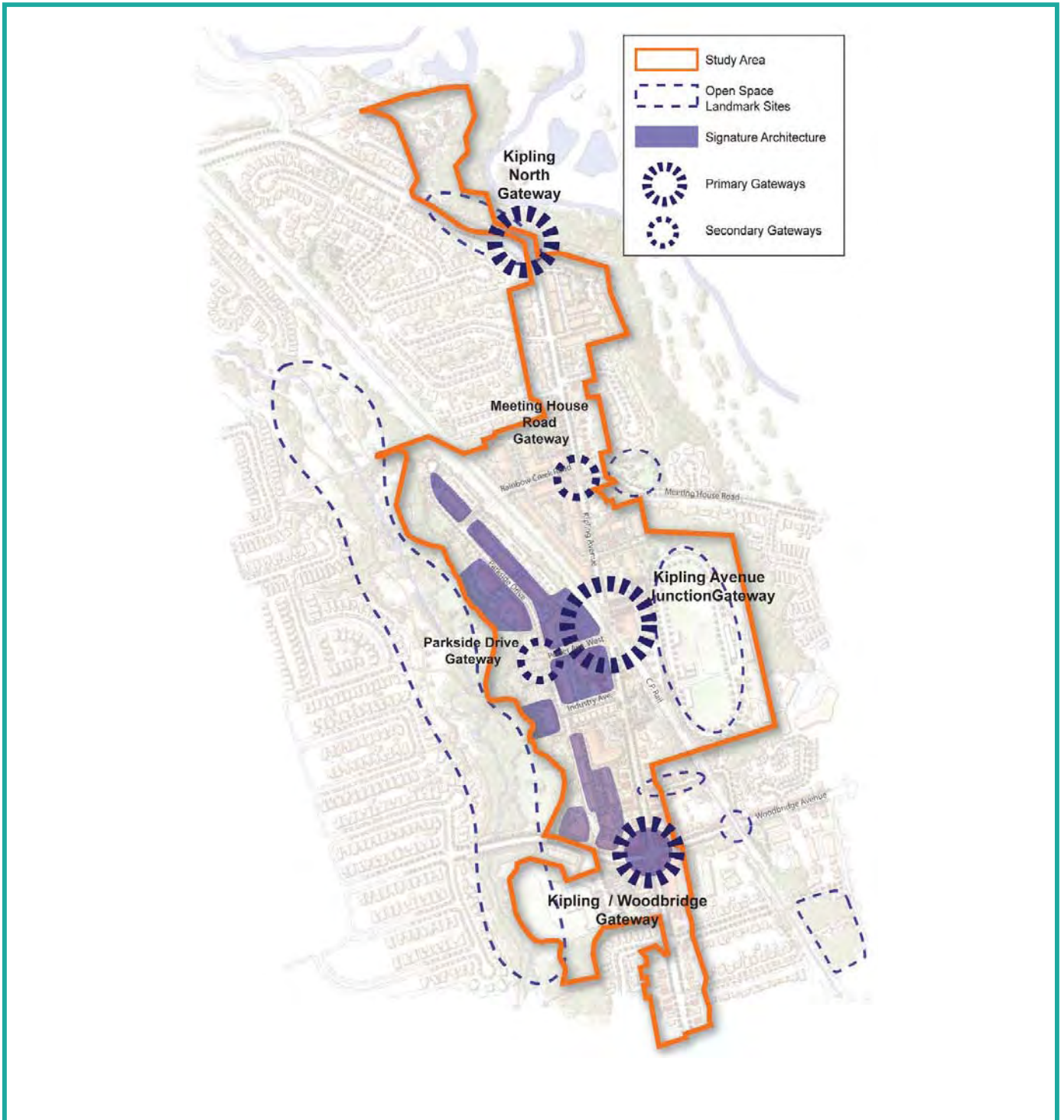
▼ Map 11.5.F
Proposed Parks, Parkettes and Public Spaces



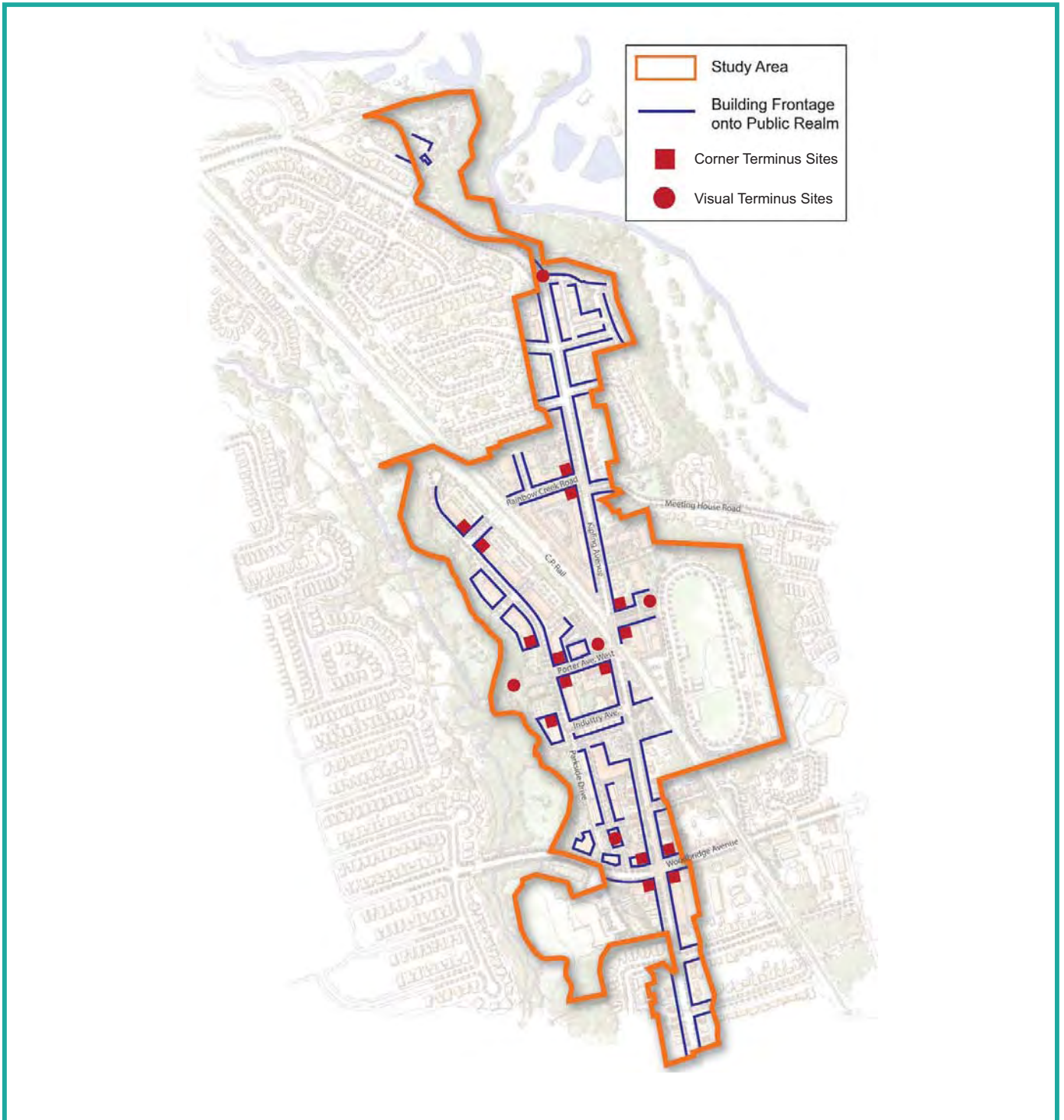
▼ Map 11.5.G
 Pedestrian and Bicycle Trail Network



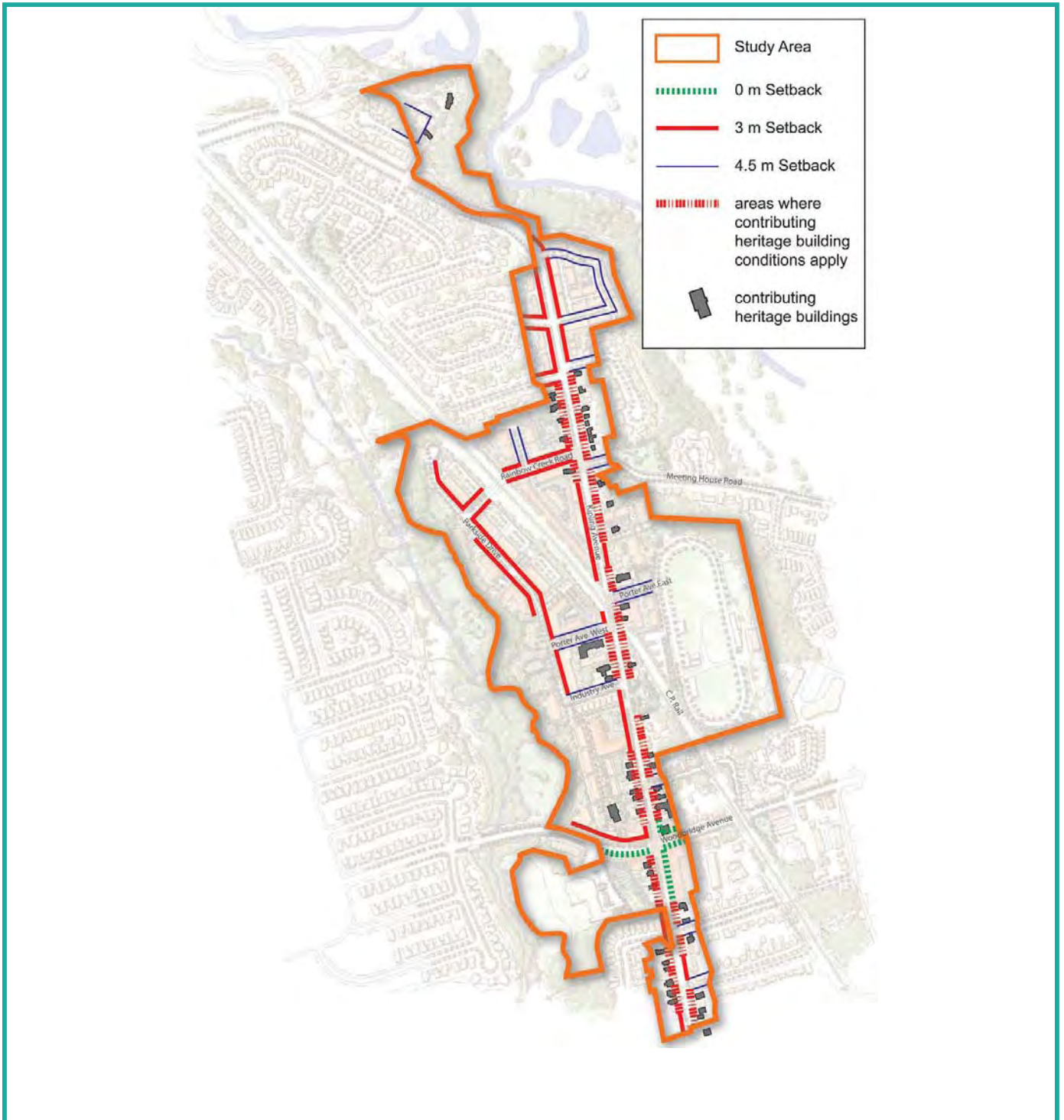
▼ Map 11.5.H
 Landmark Sites and Gateways



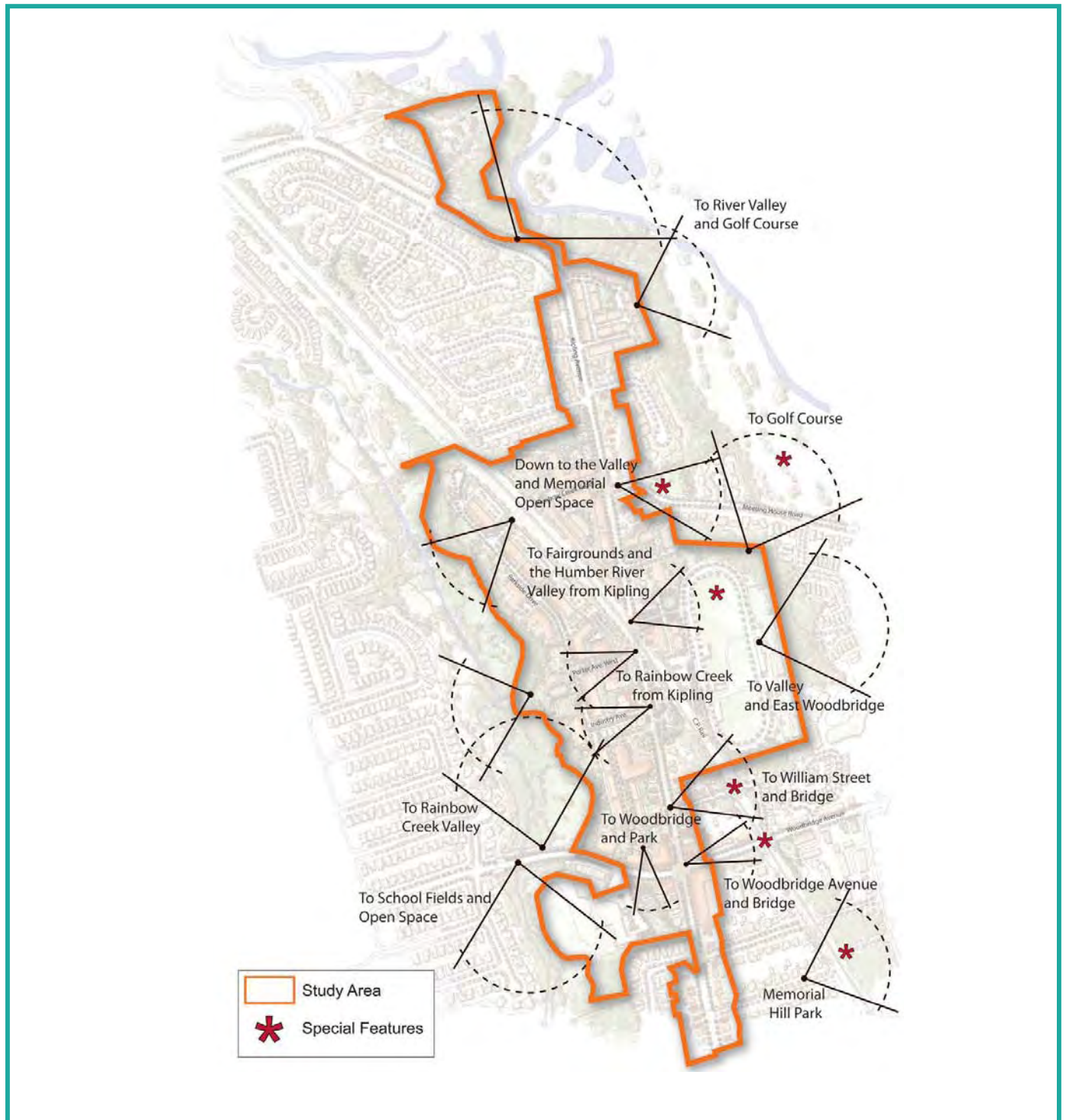
▼ Map 11.5.I
Building Frontages, Orientation and, Corner and Terminus Sites



▼ Map 11.5.J
 Minimum Front-yard Building Setbacks



▼ Map 11.5.K
Views and Landmark Features



▼ Map 11.5.L
 Transitions of New Buildings in Relation to Heritage Resource

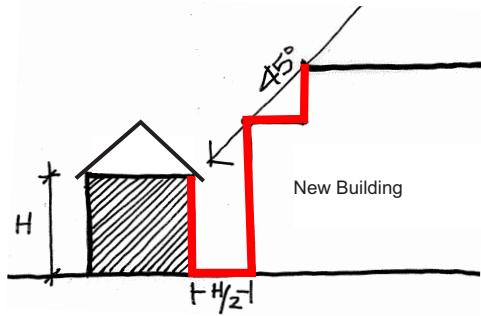


Diagram A

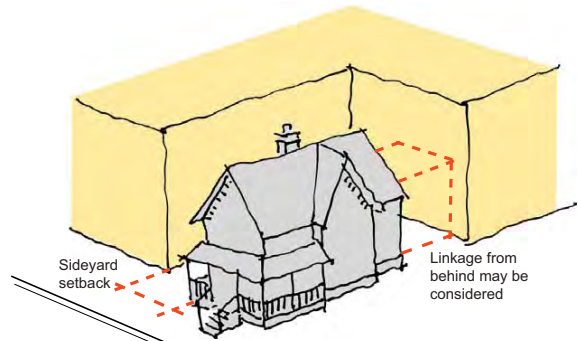


Diagram C

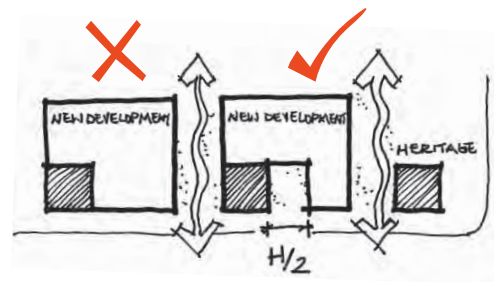
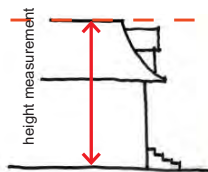
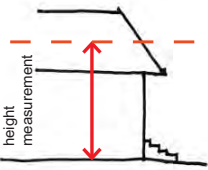


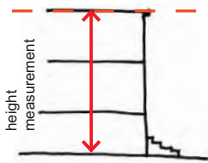
Diagram D



Building height measurement for a mansard roof



Building height measurement for a gable, hip, or a gambrel roof



Building height measurement for a mansard roof

Diagram B

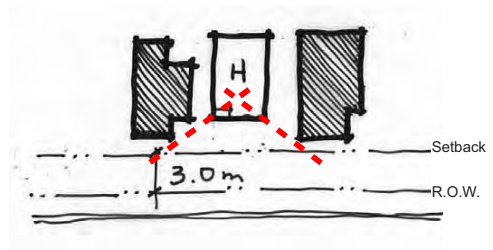


Diagram E

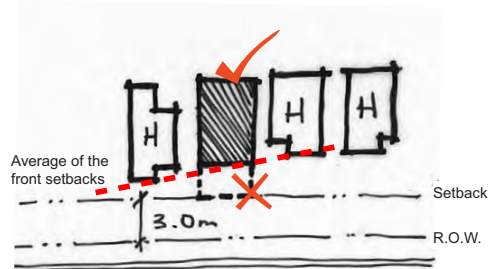


Diagram F

▼ Map 11.5.M
Kipling Avenue - Identification of Heritage Resources



Kipling Avenue - Identification of Heritage Resources

The following is a list of properties within the Kipling Avenue Study Area considered to have cultural heritage value as evaluated through the Woodbridge Heritage Conservation District Study (HCD), and as contributing to the Woodbridge HCD Heritage Character:

7827 Kipling Avenue	8039
7833	8066
7844	8071
7845	8074
7848	8090
7856	8101
7866	8109
7872	8127
7880	8161
7883	8177
7895	8191
7909	8204
7912	8215
7924	8221
7934	8227
7938	8228
7955	8233
7971	8237
7974	8238
7981	8243
7984	8248
7985	8255
7988	8258
8000	8265
8001	3 Burton's Lane Industrial
8006	Building (image below)
8009	

The following two properties are within the Kipling Avenue Study Area (east of Gate House Court), but are not within the proposed Woodbridge Heritage Conservation District (HCD) boundary. These two properties, nonetheless, have been evaluated as contributing to the HCD Heritage Character:

- 8399 Kipling Avenue (Listed Heritage Property)
- 8265 Kipling Avenue (Identified in the Vaughan Heritage Inventory)

▼ Map 11.5.N
Kipling Avenue - Projected New Unit Counts and Density



Kipling Avenue - Projected New Unit Counts and Density

Number of Units

A	84
B	280
C	70
D	95
E	16
F	72
G	40
H	49
I	46
J	32
K	18
L	42
M	0
N	41
O	52
P	74
Q	7

Total Units: 1022

For the purpose of calculating density, FLOOR SPACE INDEX (FSI) shall be the GROSS FLOOR AREA of a development divided by the GROSS SITE AREA. The deployment of allowable density must not result in buildings exceeding the maximum number of storeys or the maximum lot coverage.

The area included in the calculation of residential density shall include areas of a property reserved for setback requirements, the land for the buildings, private roads and driveways, parking areas and landscaping, amenity areas related to the specific development, but shall exclude all other lands such as natural conservation areas.

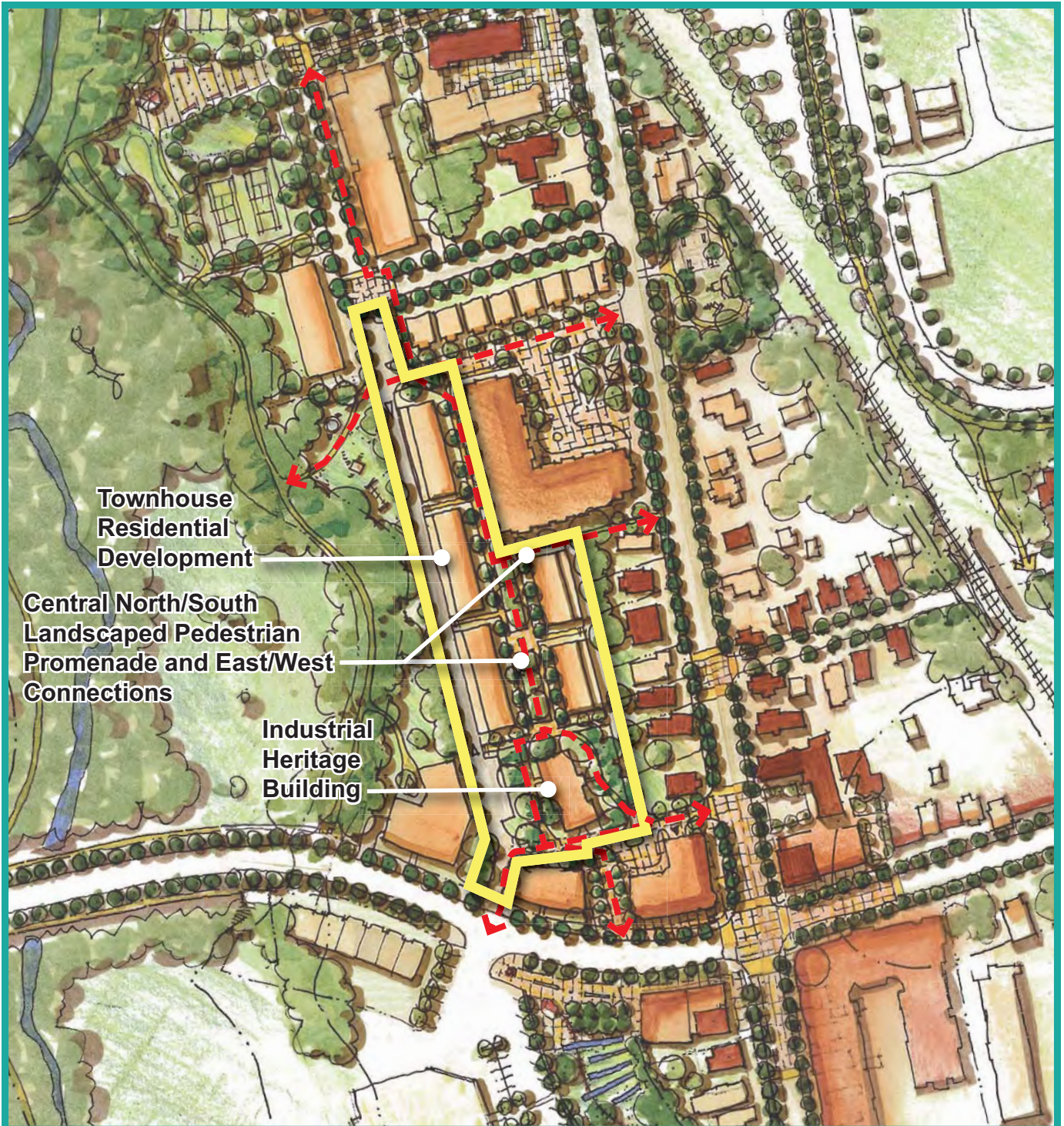
This is the maximum density and may not be achieved in all cases due to site constraints, zoning restrictions of adjacent properties, etc.

An average residential unit size of 1000 square feet (92.9 square metres) is used to calculate the number of units for apartments/condominiums. The townhouse units are calculated based on two to three storey standard townhouse frontages.

Block	Block Area M2	Development M2				Total Units	FSI	Coverage	Observations
		Residential	Commercial	Parking garage	Total				
A	5,213	7,824		4,596	12,421	84	1.5	70%	
B	20,845	26,000	2,250	9,606	37,856	280	1.4	51%	
C	3,400	6,508			6,508	70	1.9	33%	
D	3,259	8,867			8,867	95	2.7	47%	
E	2,286	2,163			2,163	16	0.9	32%	Townhouses
F	3,323	6,653			6,653	72	2.0	50%	
G	3,982	3,800			3,800	41	1.0	24%	
H	12,554	6,804	951		7,755	49	0.6	35%	Townhouses + Apts.
I	2,051	4,540	908		5,448	49	2.7	44%	
J	1,547	2,948	406		3,353	32	2.2	54%	
K	988	1,677	559		2,236	18	2.3	57%	
L	4,440	3,397			3,397	42	0.8	38%	Townhouses
M	79,279		3,349	2,950	6,299	0	0.0	1%	Fairgrounds
N	5,913	4,483			4,483	41	0.8	26%	Townhouses
O	8,911	5,972			5,972	52	0.7	24%	Townhouses
P	6,242	6,920		2,896	9,816	74	1.1	42%	
Q	4,725	2,847			2,847	7	0.6	22%	Single Detached Houses
TOTAL	168,957	101,404	8,422	20,048	129,874	1,022			

▼ Map 11.5.0

Kipling Avenue - The Rainbow Creek South Industrial Lands Low Density Residential Neighbourhood



Appendix: Streetscape Master Plan

Detailed Streetscape Characteristics

The general characteristics of each street section is outlined in Section 11.5.XX: Block Pattern, Street Network and Linkages. The Detailed Streetscape Guidelines is based on a general concept plan and is meant to be considered in conjunction with the Built Form Framework Guidelines.

The concept identifies opportunities to create more urban and pedestrian oriented streets for the area, which may require additional detail design review and input by various agencies such as the Vaughan Fire Department (VFRS), and Public Works and Emergency Services, to ensure that consideration for road safety, servicing and access are being met.

Kipling Avenue North - Primary Main Street

- R.O.W. = 26 m
- Two travel lanes = 3.75 m (to accommodate buses)
- Parking lane = 2.5 m (on east side of street)
- Two bicycle lanes = 1.5 m (one on each side of the street)
- Average pavement width = 13 m
- Boulevard width = 6.5 m (on both sides of the street)
- Sidewalks = 1.5 m (on both sides of the street)
- Minimum setback for buildings = 3 m

Kipling Avenue South - Primary Main Street

- R.O.W. = 26 m
- Two travel lanes = 3.3 m (one as a left turn lane at intersection)
- Two bus and travel lanes = 3.75 m
- On-street Parking = (off peak parking use of travel lane on east side only)
- Left turning lane = at Kipling Avenue and the Highway 7 intersection
- Two Bicycle lanes = 1.45 m (one on each side of the street, the east lane to have a dedicated curb edge or rumble strip to the adjacent travel lane)
- Average pavement width = 17.0 m
- Boulevard width = 4.5 m (on both sides of the street)
- Sidewalks = 1.5 m (on both sides of the street)
- Minimum setback for buildings = 3 m

Woodbridge Avenue East - Primary Main Street

- R.O.W. = 20 m
- One Travel lane = 3.3 m (travel and turning lane)
- Two Bus lanes = 3.75 m (shared bus, bike and travel lane)
- Parking lane = 2.5 m (lay-by parking beyond intersection)
- Left turning lane = at Kipling Avenue
- Average pavement width = 10.8 m (15.8 m including lay-by parking east of intersection)
- Minimum setback for buildings = 0 m - 3 m (3 m minimum setback for the north/west corner of Kipling Avenue and Woodbridge Avenue)
- Boulevard width = 4.0 m (on north side of the street), 5.2 m (on south side of street, including bump-out)
- Sidewalks = 1.5 m (on both sides of the street)

Woodbridge Avenue West - Primary Main Street

- R.O.W. = 26 m
- Two Travel lanes = 3.3 m (travel and dedicated turning lane)
- Two Bus lanes = 3.75 m (shared bus, bike and travel lane)
- Parking lane = 2.5 m (lay-by parking beyond intersection)
- Left turning lane = at Kipling Avenue
- Average pavement width = 14.1 m (19.1 m including lay-by parking east of intersection)
- Boulevard width = 5.95 m (on both sides of the street)
- Sidewalks = 1.5 m (on both sides of the street)
- Minimum setback for buildings = 0 m - 3 m (3 m minimum setback for the north/west corner of Kipling Avenue and Woodbridge Avenue)

Parkside Drive - Secondary Street

- R.O.W. = 20 m
- Two Travel lanes = 3.25 m
- Parking lane = 2.5 m
- Left turning lane = none
- Average pavement width = 9 m
- Boulevard width = 5.50 m (on both sides of the street)

- Sidewalks = 3.5 m zone (on both sides of the street with integrated street tree planting and landscaping)
- Minimum setback for buildings = 3 m

Rainbow Creek Road - Local Connector

- R.O.W. = 20 m
- Two Travel lanes = 3.25 m
- Parking lane = 2.5 m
- Left turning lane = none
- Average pavement width = 9 m
- Boulevard width = 5.50 m (on both sides of the street)
- Sidewalks = 3.5 m zone (on both sides of the street with integrated street tree planting and landscaping)
- Minimum setback for buildings = 3 m

Industry Avenue - Local Connector

- R.O.W. = 17.5 m
- Two travel lanes = 3.0 m
- Parking lane = 2.5 m on north side
- Left turning lane = none
- Average pavement width = 8.5 m
- Minimum setback for buildings = 3 m
- Sidewalks = 1.5 m (on north side of the street)

Porter Avenue East - Special Character Street

- R.O.W. = 20 m
- Two travel lanes = 3.5 m
- Parking lanes = none
- Left turning lane = none
- Average pavement width = 7.0 m
- Sidewalks = 8.5 m pedestrian promenade on the south side (2.5 m and 3.0 m double sidewalk with integrated pedestrian furnishings), and a 4.5 m promenade on the north side (2.5 m and 2.0 m double sidewalk)
- Minimum setback for buildings = 4.5 m

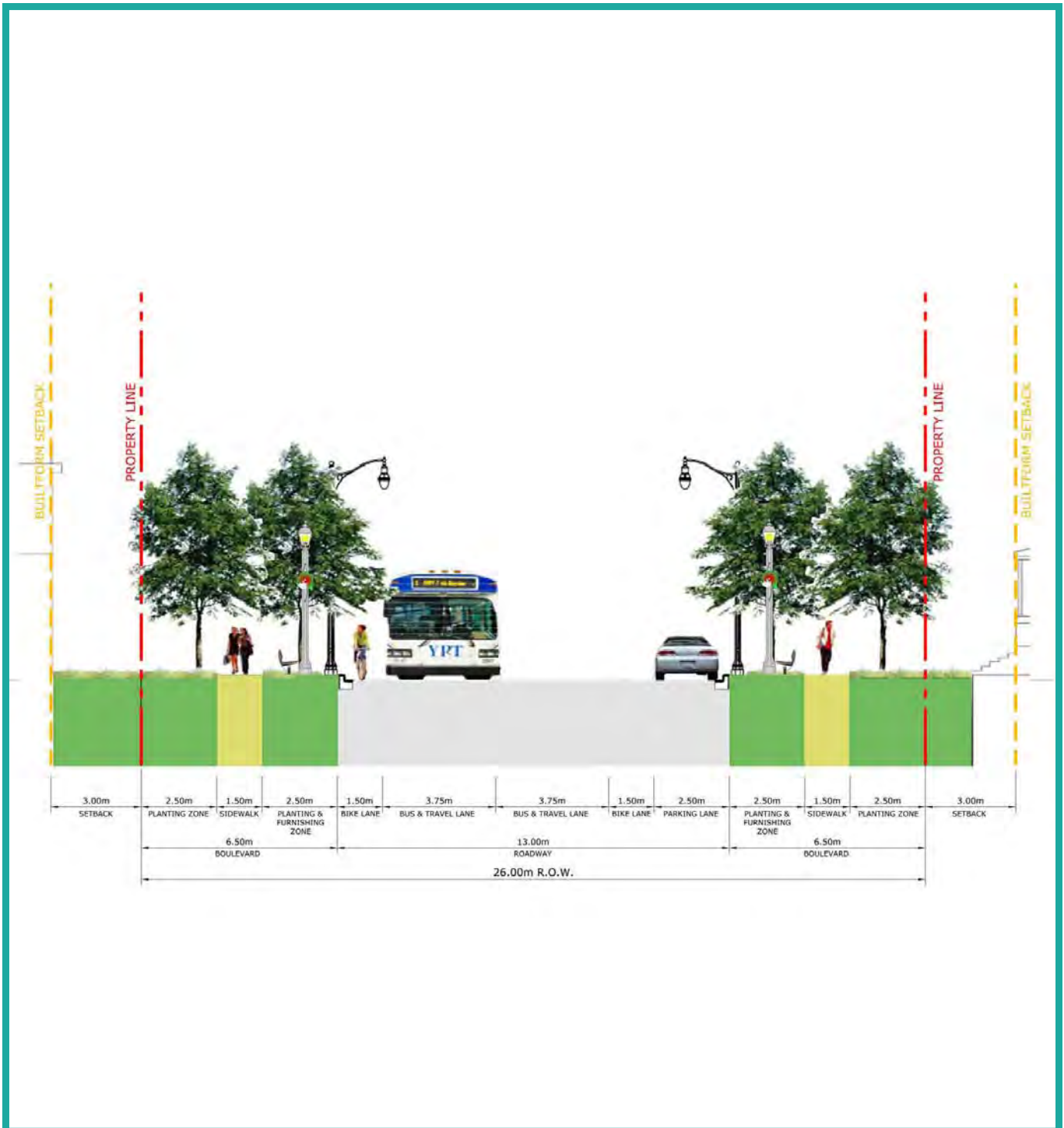
Porter Avenue West - Special Character Street

- R.O.W. = 17.5 m
- One travel lane and lay-by parking = 6.0 m (one way direction east to Kipling Avenue, and lay-by parking on north side)
- Left turning lane = none
- Average pavement width = 6.0 m (including lay-by parking)
- Sidewalks = 2.5 m on the north side of the street, and 1.5 m on the south side where possible, (considering the existing heritage church pinch point)
- Minimum setback for buildings = 4.5 m (with the exception of the existing heritage church 1.5 m pinch point to the R.O.W.)

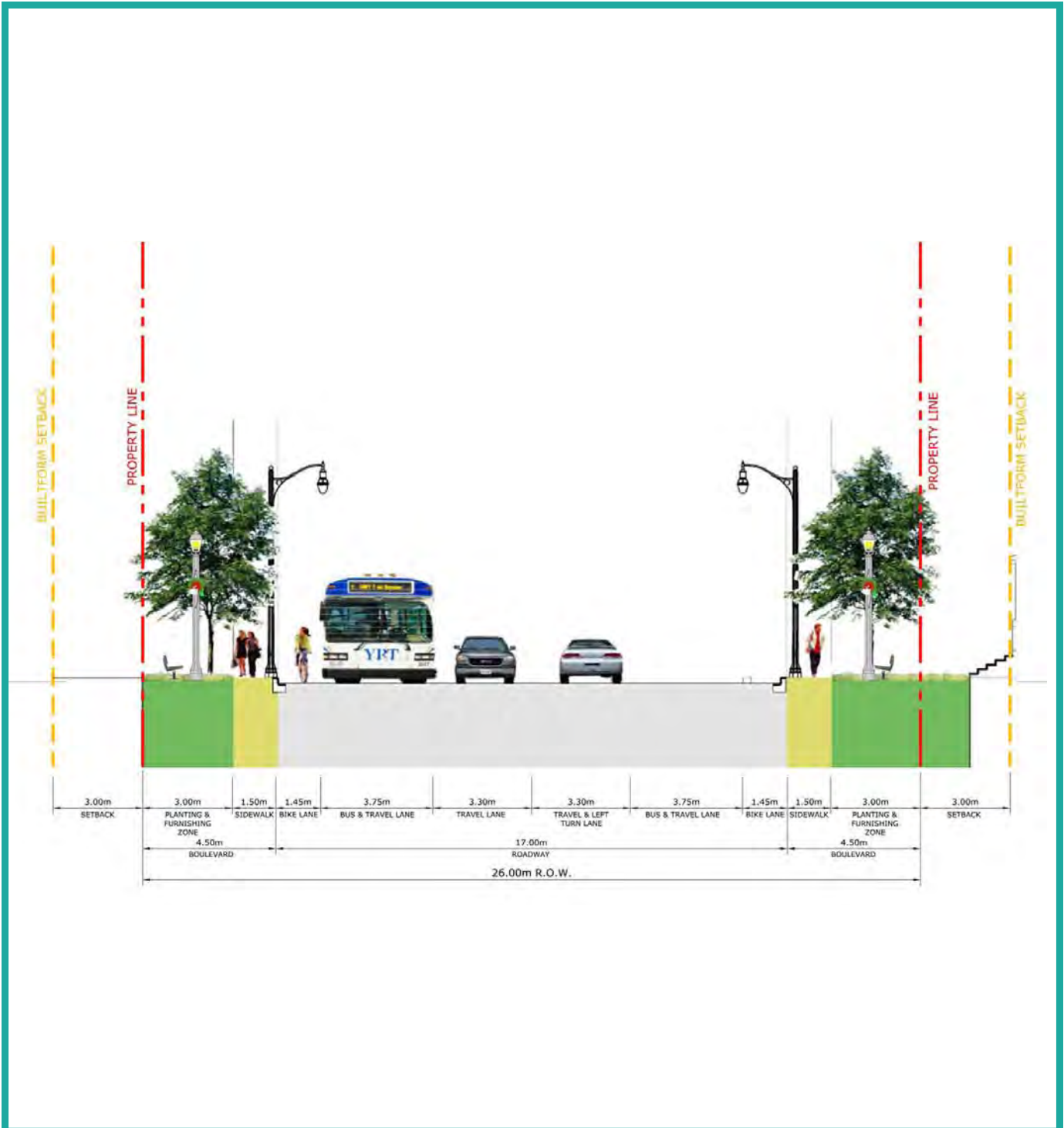
Residential Streets - Typical

- R.O.W. = 20 m
- Two travel lanes = 3.0 m
- Parking lane = 2.5 m
- Left turning lane = none
- Average pavement width = 8.5 m
- Minimum setback for buildings = 4.5 m
- Sidewalks = 2.0 m (on both sides of the street)

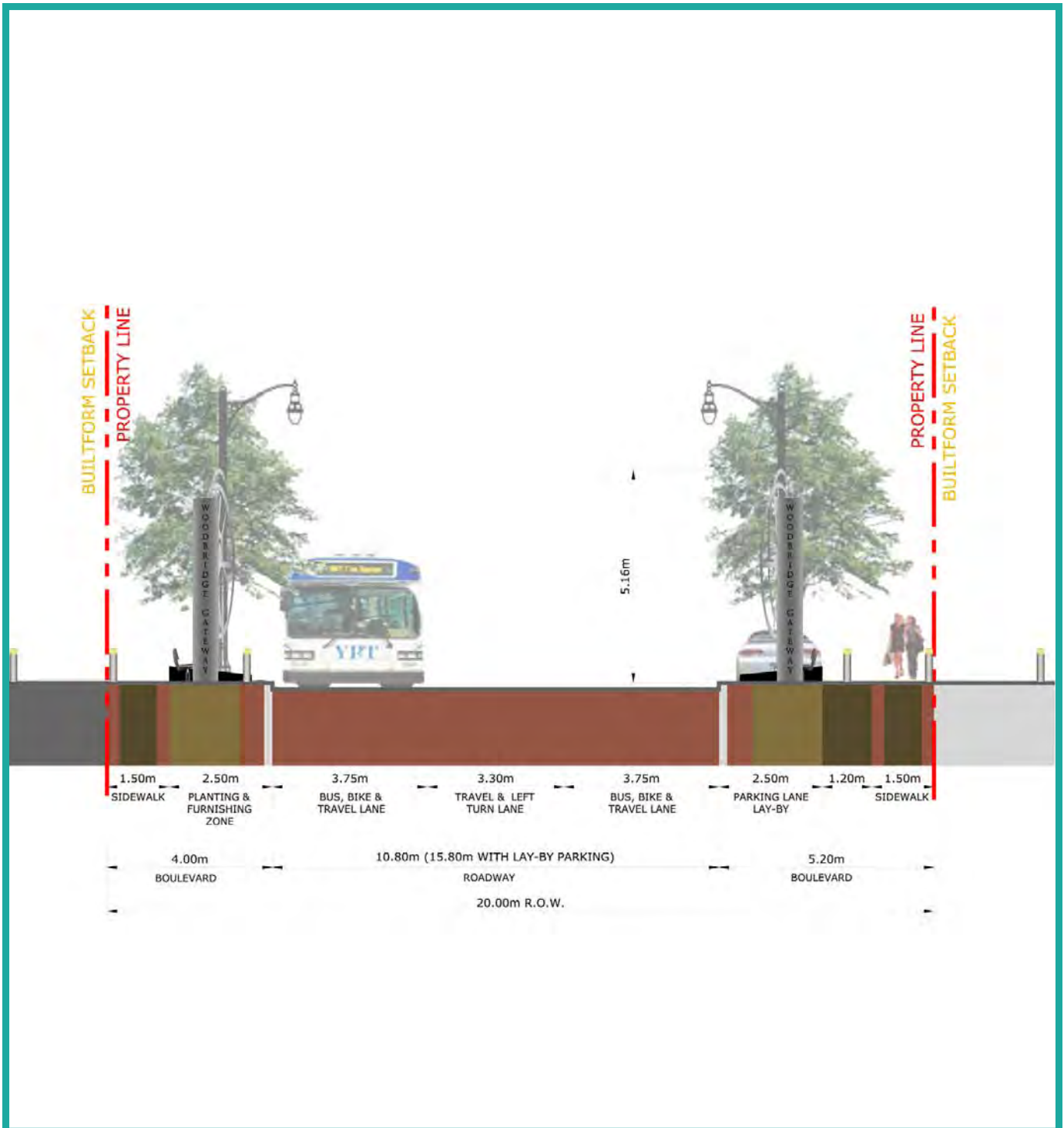
▼ Figure 11.5.A
 Kipling Avenue - Street Section - Kipling Avenue North - Primary Main Street - View North



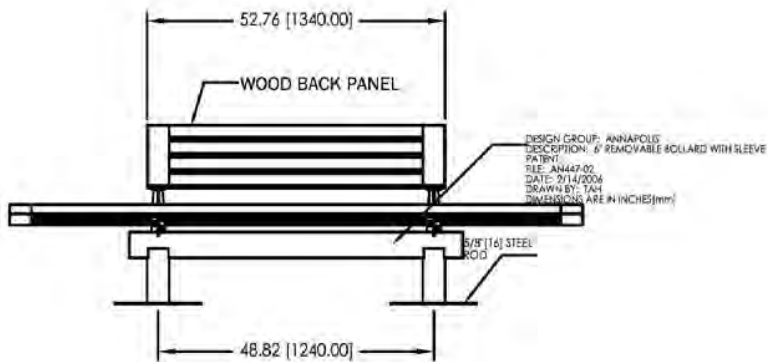
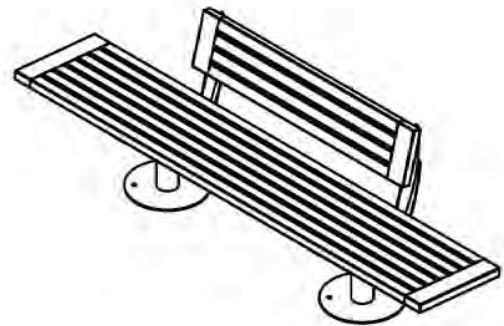
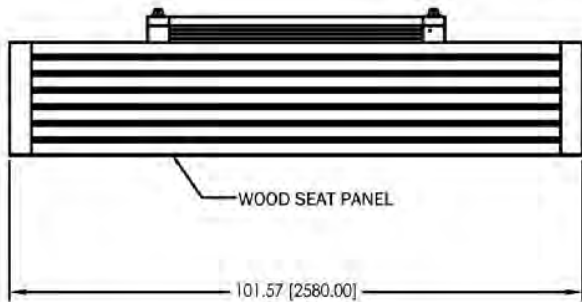
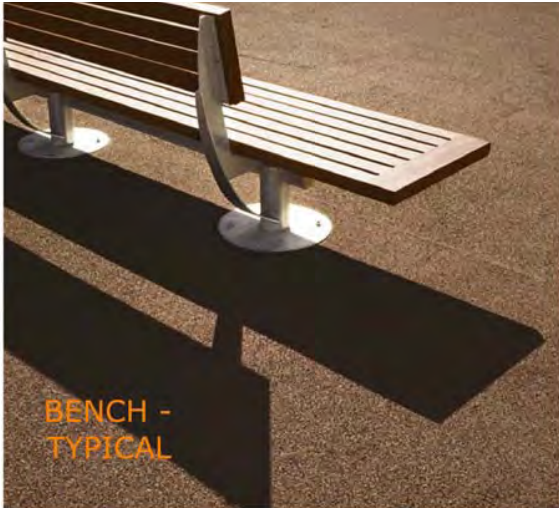
▼ Figure 11.5.B
 Kipling Avenue - Street Section - Kipling Avenue South - Primary Main Street - View North



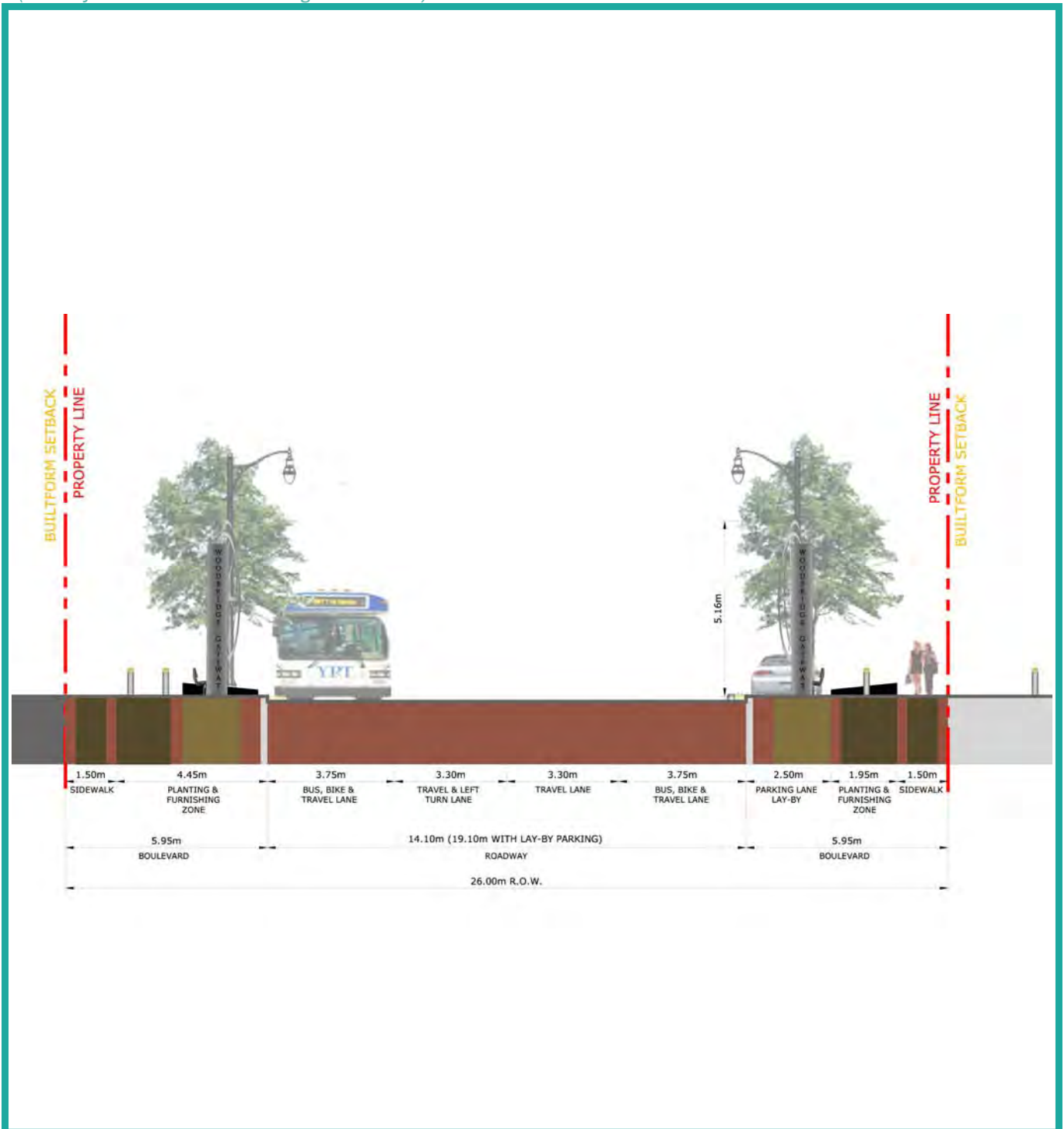
▼ Figure 11.5.C
 Kipling Avenue - Street Section/Elevation - Woodbridge Avenue East - Primary Main Street and Gateway Details - View East



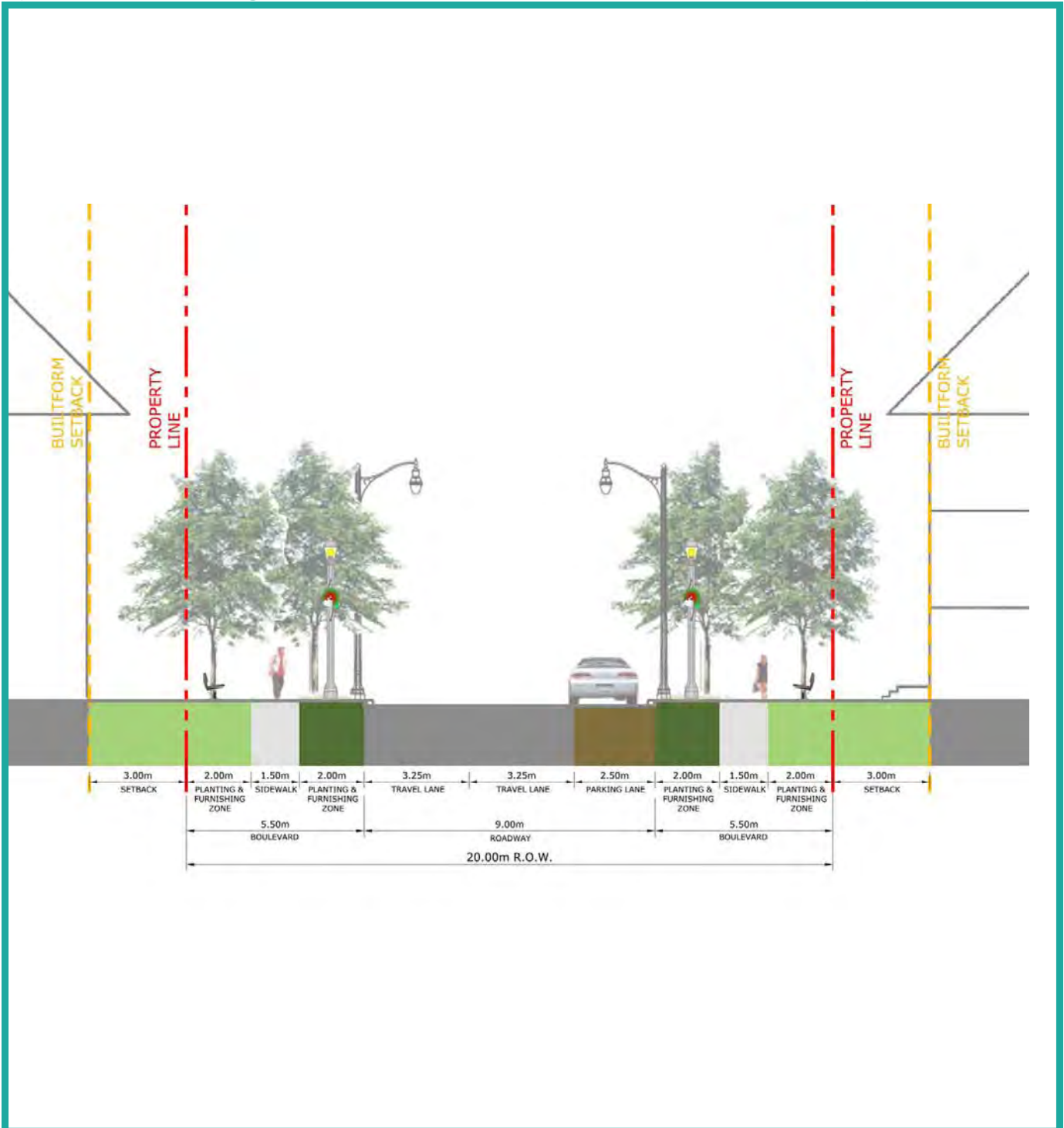
Kipling Avenue - Street Section/Elevation - Woodbridge Avenue East - Primary Main Street and Gateway Details - View East



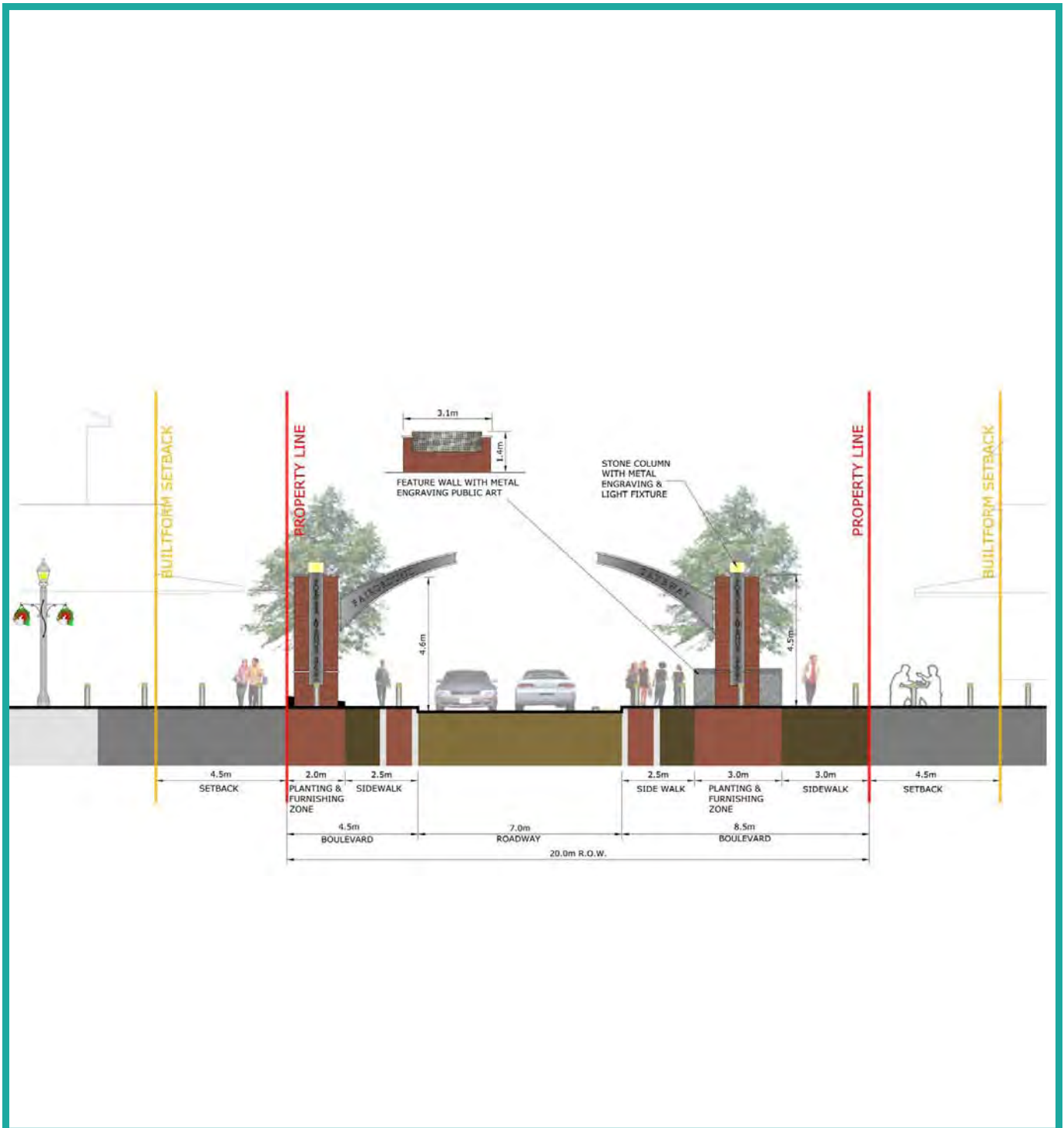
▼ Figure 11.5.D
 Kipling Avenue - Street Section/Elevation - Woodbridge Avenue West - Primary Main Street - View West
 (Gateway details same as Woodbridge Avenue East)



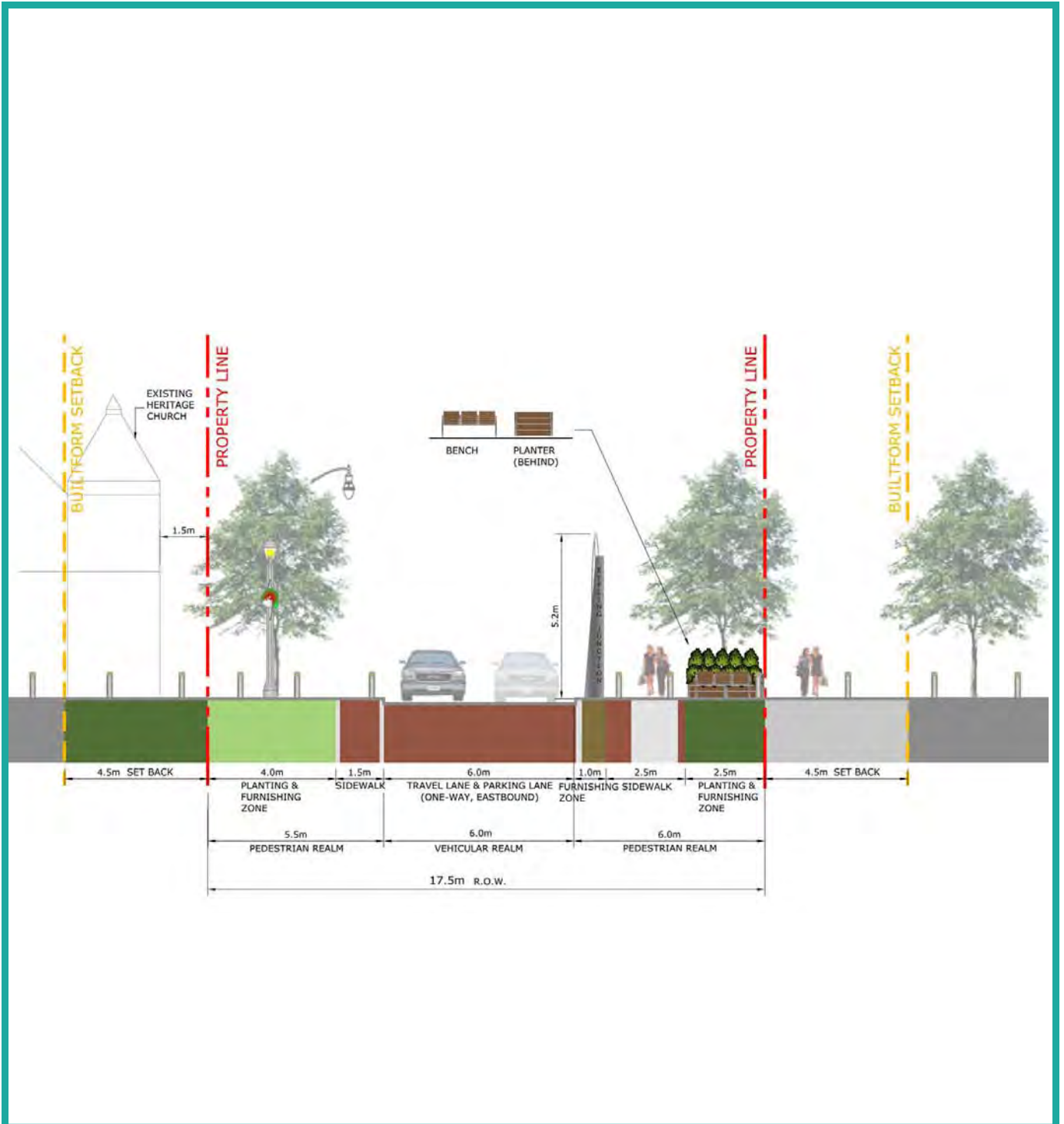
▼ Figure 11.5.E
 Kipling Avenue - Street Section/Elevation - Parkside Drive - View West
 (Rainbow Creek Road, although considered a local connector, has the same cross section as Parkside Drive)



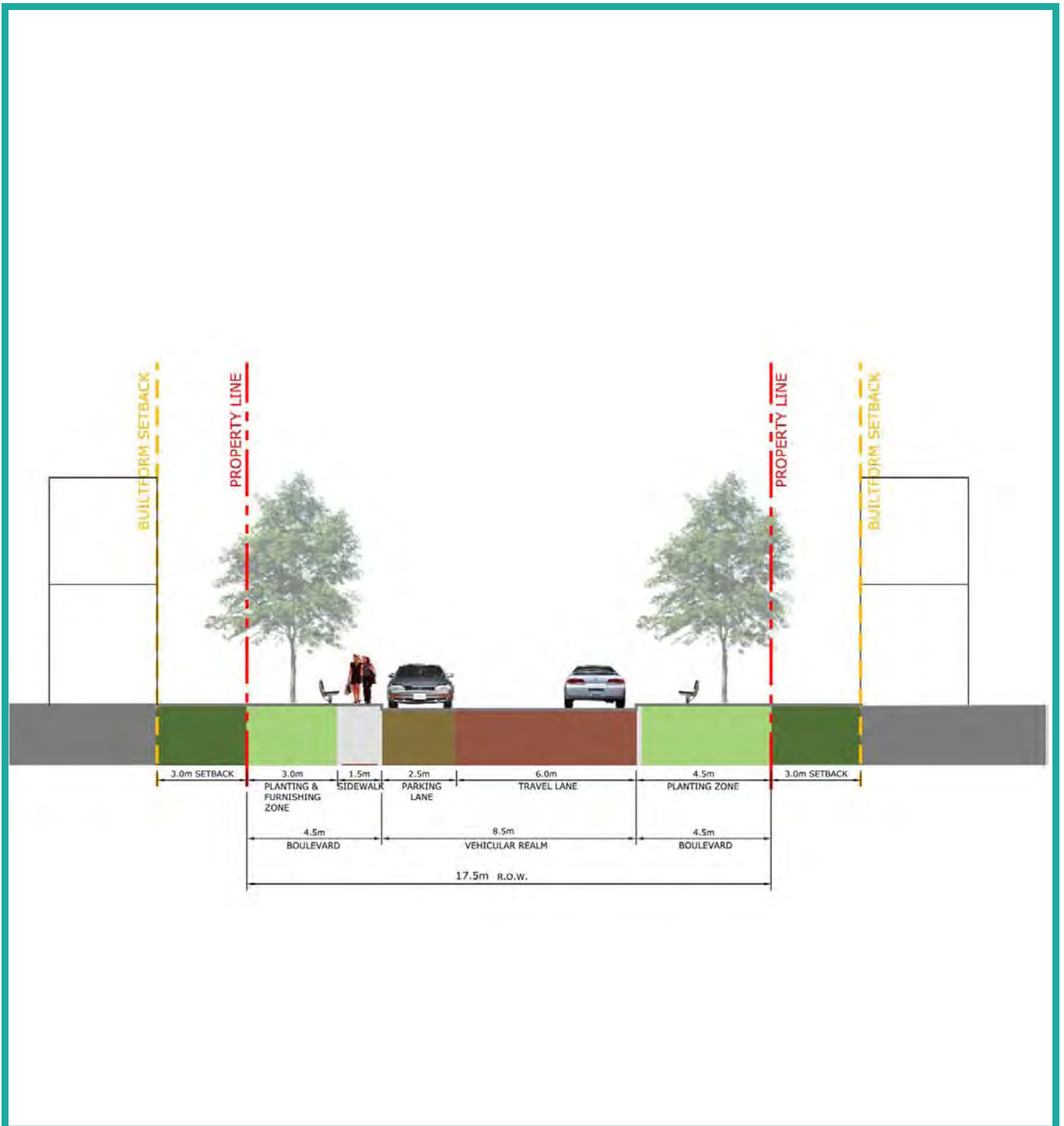
▼ Figure 11.5.F
 Kipling Avenue - Street Section/Elevation - Porter Avenue East - Special Character Street - View East

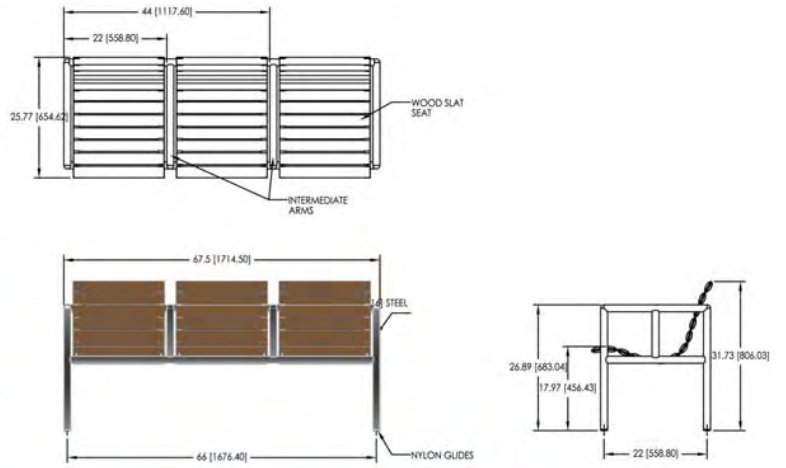


▼ Figure 11.5.G
 Kipling Avenue - Street Section/Elevation - Porter Avenue West - Special Character Street - View West

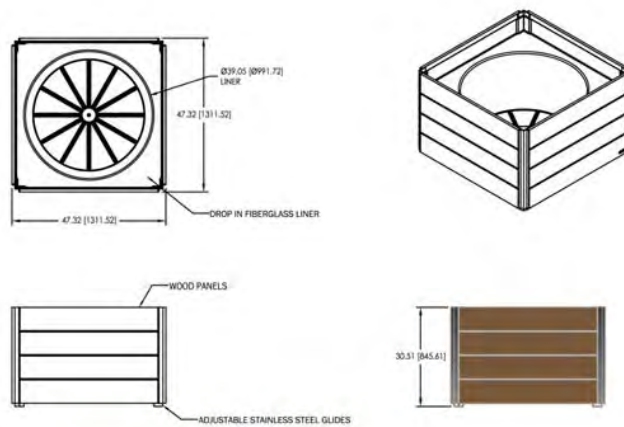


▼ Figure 11.5.H
 Kipling Avenue - Street Section/Elevation - Industry Avenue - Local Connector - View East



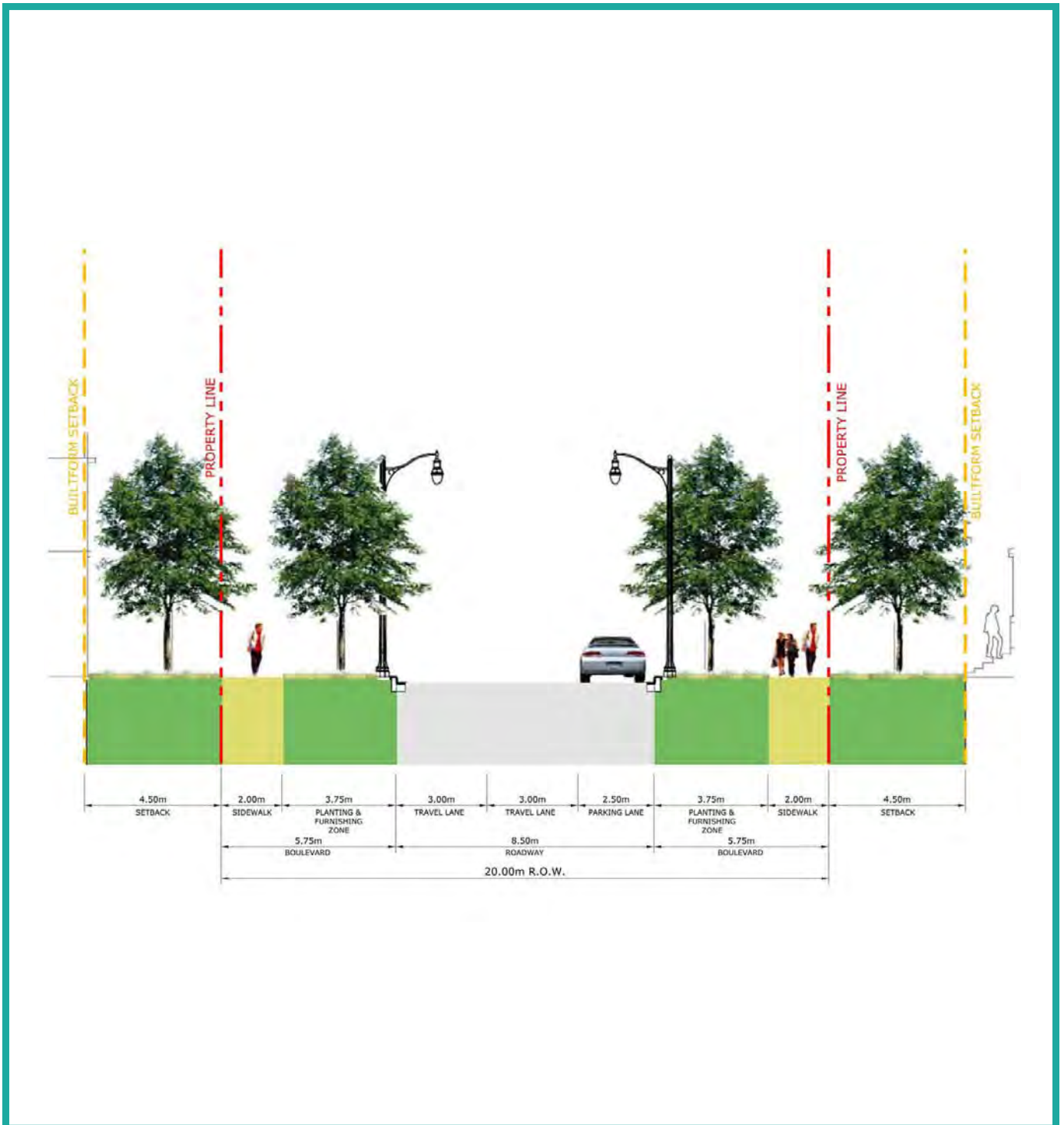


BENCH - KIPLING JUNCTION TYPICAL

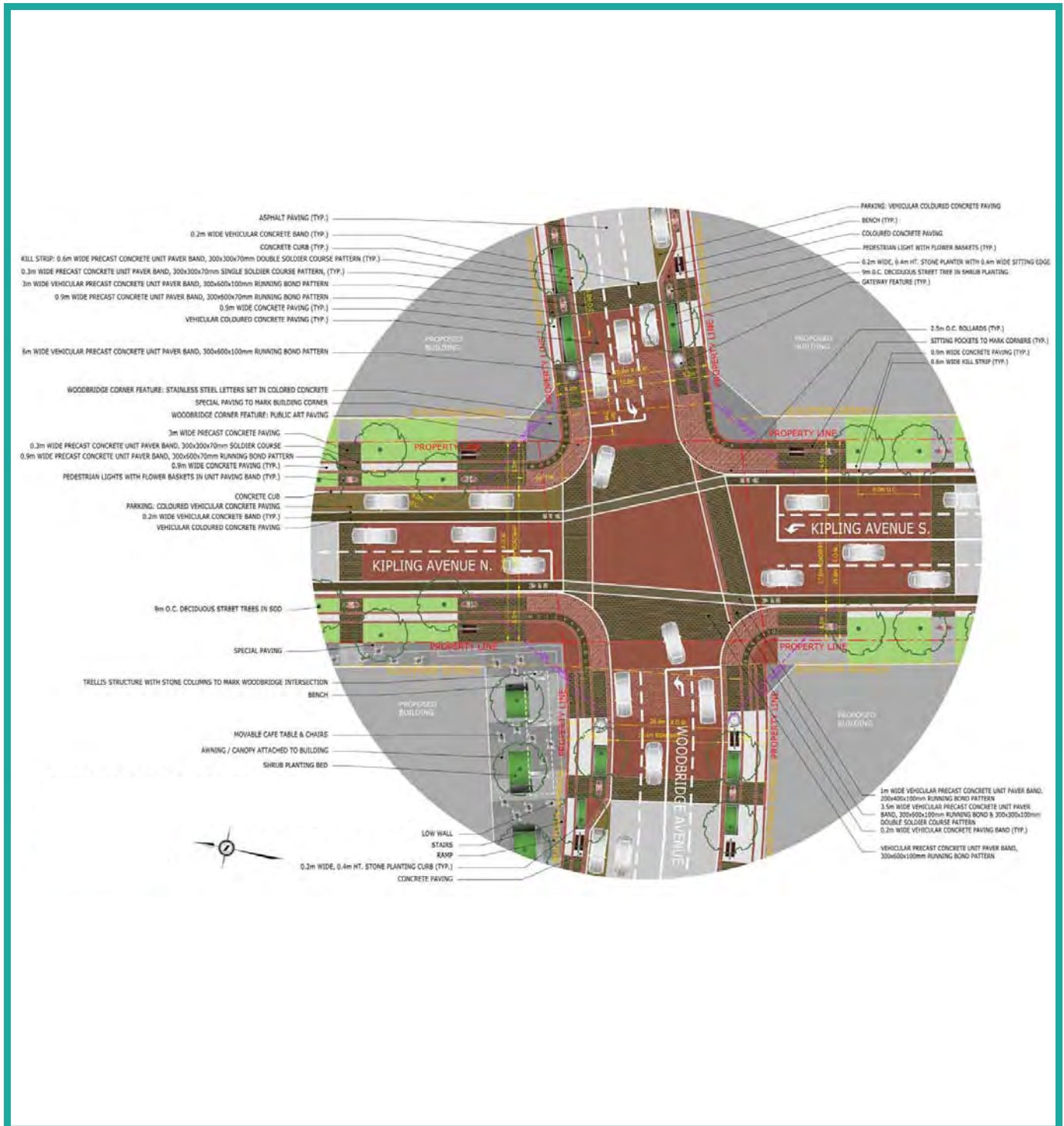


PLANTER - KIPLING JUNCTION TYPICAL

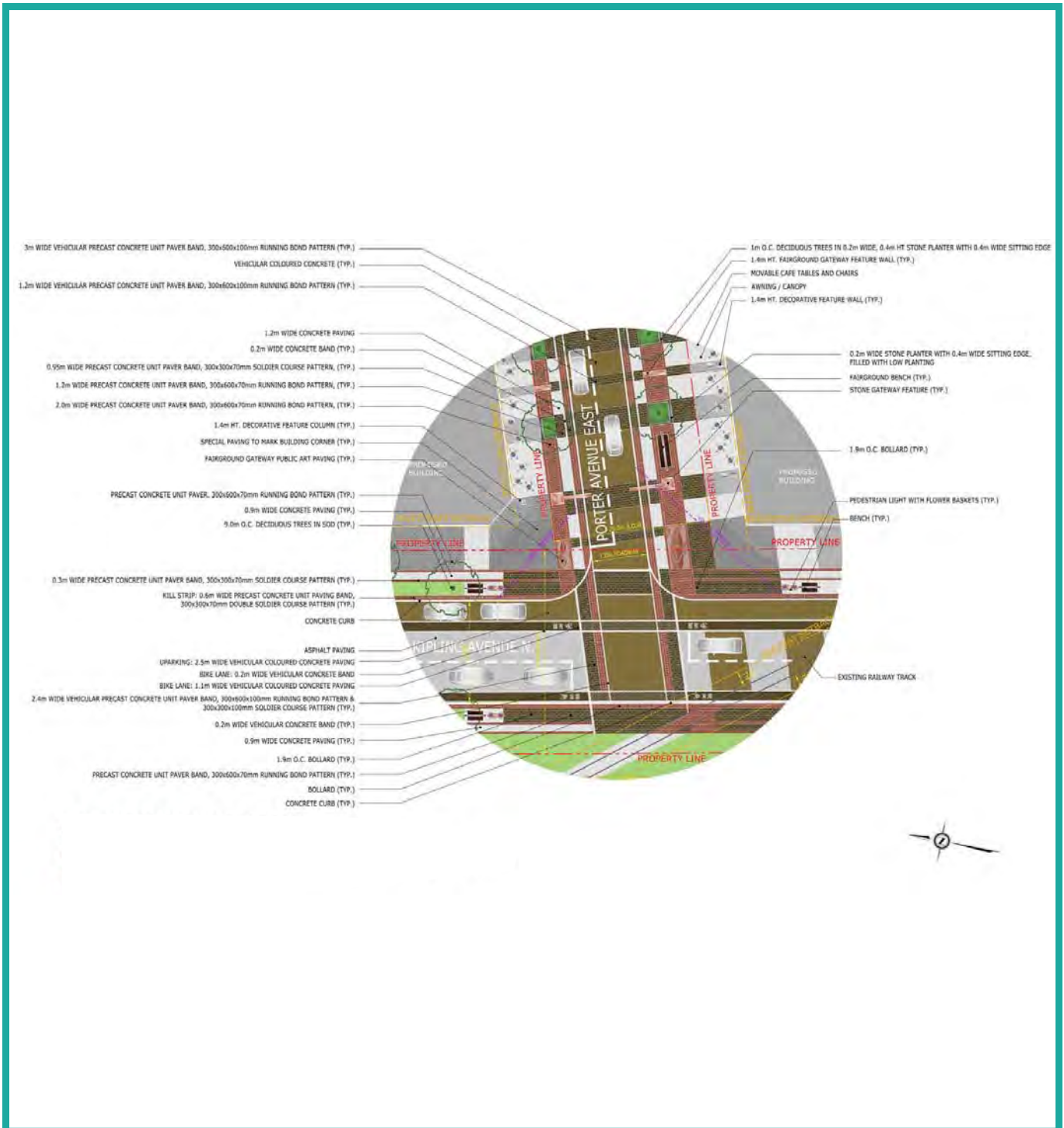
▼ Figure 11.5.1
 Kipling Avenue - Street Section/Elevation - Residential Street - Typical



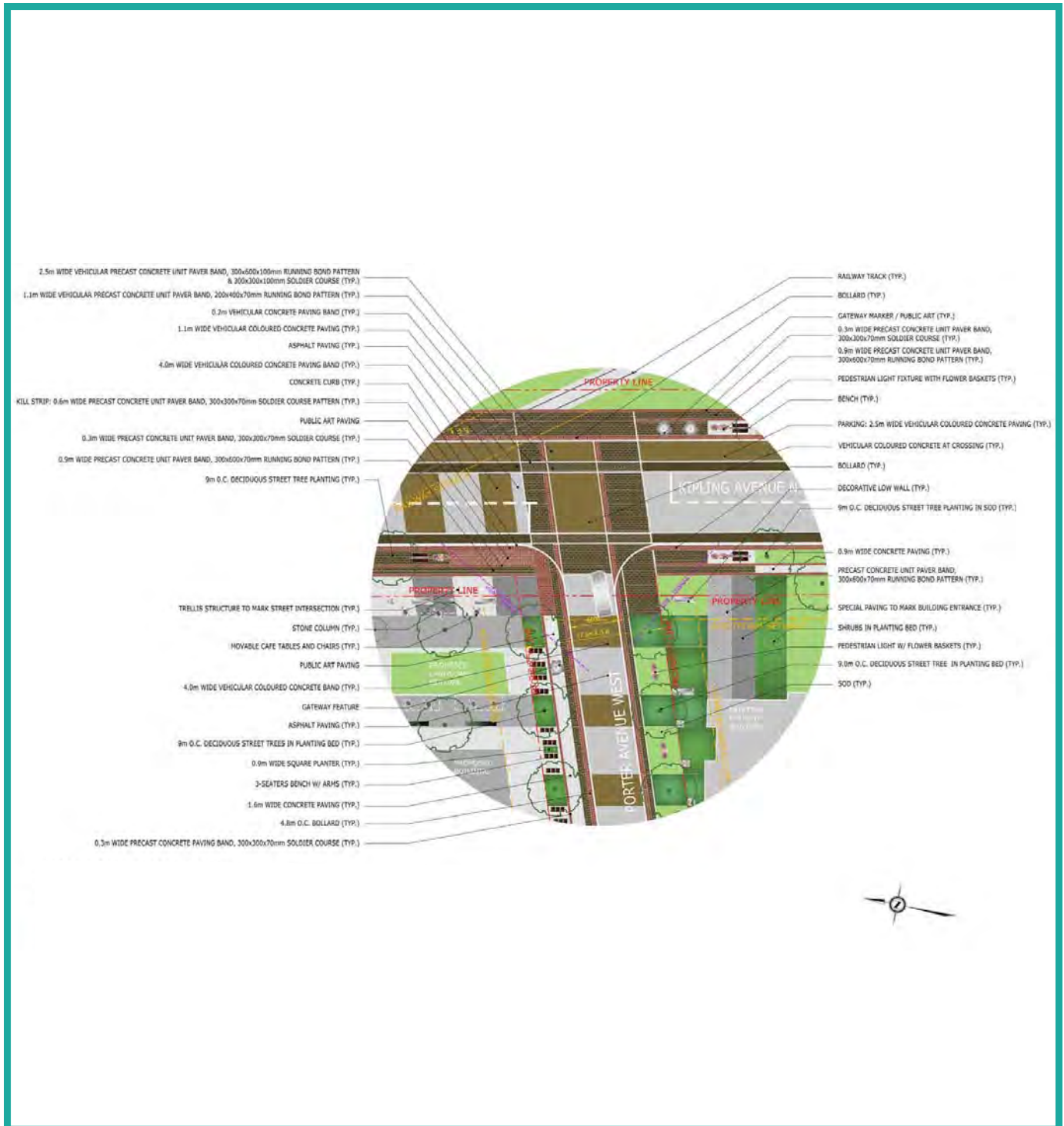
▼ Figure 11.5.J
 Kipling Avenue - Woodbridge Avenue and Kipling Avenue Gateway Node



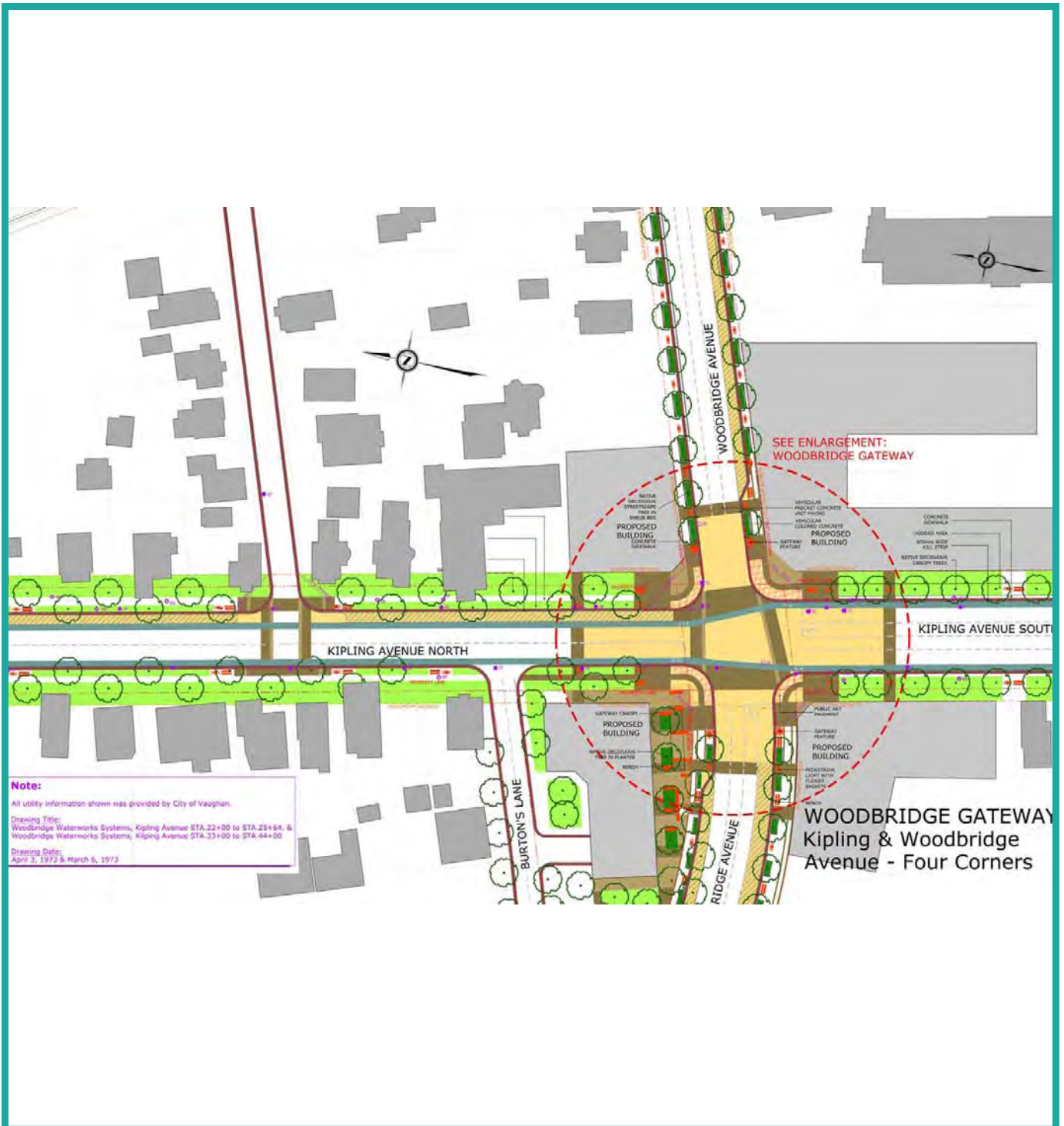
▼ Figure 11.5.K
 Kipling Avenue - Porter Avenue East - The Faiground Gateway



▼ Figure 11.5.L
Kipling Avenue - Porter Avenue West - The Junction



▼ Figure 11.5.M
 Kipling Avenue - Woodbridge Avenue and Kipling Avenue Gateway Master Plan



▼ Figure 11.5.N
 Kipling Avenue - Porter Avenue East - The Junction Master Plan

